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PRINCIPAL CONTENTS.

Marrietta and Cincinnati Railroad	314
Western Maryland Railroad	316
New York and Ridgefield Railroad	316
Railroads of Massachusetts	316
Chesapeake and Ohio Railroad	318, 317
Railroad Earnings	319
Federal and State Securities	320
Dividend and Interest Tables	318, 321
Railroad Share List	326
Stock Exchange and Money Market	333
The International Coal and Railway Company of Nova Scotia	335
Journal of Railroad Law	336
Bridge over the Ohio at Louisville	337
West Virginia Railroad Legislation	338

American Railroad Journal.

New York Saturday, March 19, 1870.

Chesapeake and Ohio Railroad.

OFFICE OF FISK & HATCH.

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 NASSAU-ST., NEW YORK, }
FEB. 15, 1870. }

The remarkable success which attended our negotiations of the Loans of the CENTRAL PACIFIC RAILROAD COMPANY and the WESTERN PACIFIC RAILROAD COMPANY, and the popularity and credit which these loans have maintained in the markets, both in this country and Europe, have shown that the First Mortgage Bonds of wisely-located and honorably-managed railroads are promptly recognized and readily taken as the most suitable, safe, and advantageous form of investment, yielding a more liberal income than can hereafter be derived from Government bonds, and available to take their place.

Assured that in the selection and negotiation of superior Railroad Loans, we are meeting a great public want, and rendering a valuable service—both to the holders of capital and to those great national works of internal improvement whose intrinsic merit and substantial character entitle them to the use of capital and the confidence of investors—we now offer with special confidence

and satisfaction the FIRST MORTGAGE BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY.

THE CHESAPEAKE AND OHIO RAILROAD, connecting the Atlantic coast and the magnificent harbors of the Chesapeake Bay with the Ohio River at a point of reliable navigation, and thus, with the entire railroad system and water transportation of the Great West and Southwest, FORMS THE ADDITIONAL EAST AND WEST TRUNK LINE, so imperatively demanded for the accommodation of the immense and rapidly growing transportation between the Atlantic seaboard and Europe on the one hand, and the great producing regions of the Ohio and Mississippi valleys on the other.

THE IMPORTANCE OF THIS ROAD AS A NEW OUTLET FROM THE WEST TO THE SEA magnifies it into one of national consequence, and insures to it an extensive through traffic from the day of its completion; while, in the development of the extensive agricultural and mineral resources of Virginia and West Virginia, it possesses, along its own line, the elements of a large and profitable local business.

Thus the great interests, both general and local, which demand the completion of the CHESAPEAKE AND OHIO RAILROAD to the Ohio River, afford the surest guarantee of its success and value, and RENDER IT THE MOST IMPORTANT AND SUBSTANTIAL RAILROAD ENTERPRISE NOW IN PROGRESS IN THIS COUNTRY.

Its superiority as an East and West route, and the promise of an immense and profitable trade awaiting its completion, have drawn to it the attention and co-operation of prominent Capitalists and Railroad men of this City of sound judgment and known integrity, whose connection with it, together with that of eminent citizens and business men of Virginia and West Virginia, insures an energetic, honorable and successful management.

The Road is completed and in operation from Richmond to the celebrated White Sulphur Springs of West Virginia, 227 miles, and there remain but 200 miles (now partially constructed) to be completed, to carry it to the proposed terminus

on the Ohio River, at or near the mouth of the Big Sandy River, 150 miles above Cincinnati, and 350 miles below Pittsburg.

Lines are now projected or in progress through Ohio and Kentucky to this point, which will connect the CHESAPEAKE AND OHIO WITH THE ENTIRE RAILROAD SYSTEM OF THE WEST AND SOUTHWEST, AND WITH THE PACIFIC RAILROAD.

Its valuable franchises and superior advantages will place the CHESAPEAKE AND OHIO RAILROAD COMPANY among the richest and most powerful and trustworthy corporations of the country; and THERE EXISTS A PRESENT VALUE, IN COMPLETED ROAD AND WORK DONE, EQUAL TO THE ENTIRE AMOUNT OF THE MORTGAGE.

The details of the loan have been arranged with special reference to the wants of all classes of investors, and combine the various features of convenience, safety and protection against loss or fraud.

The Bonds are in denominations of \$1,000, \$500 and \$100.

They will be issued as COUPON bonds, payable to bearer, and may be held in that form; or

The Bond may be REGISTERED in the name of the owner, with the coupons remaining payable to bearer attached, the PRINCIPAL being then transferable only on the books of the Company, unless reassigned to bearer; or

The coupons may be detached and canceled, the Bond made a PERMANENT REGISTERED BOND, transferable only to the registered owner or his attorney.

The three classes of Bonds will be known respectively as:

1st. "COUPON BONDS PAYABLE TO BEARER."

2d. "REGISTERED BONDS WITH COUPONS ATTACHED."

3d. "REGISTERED BONDS WITH COUPONS DETACHED," and should be so designated by correspondents in specifying class of Bonds desired.

They have THIRTY YEARS to run from Jan. 15, 1870, with interest at six per cent. per annum from Nov. 1, 1869. PRINCIPAL AND INTER-

EST PAYABLE IN GOLD IN THE CITY OF NEW YORK.

The interest is payable in MAY and NOVEMBER, that it may take the place of that of the earlier issues of Five-twenties, and suit the convenience of our friends who already hold Central and Western Pacific Bonds, with interest payable in January and July, and who may desire, in making additional investments, to have their interest receivable at different seasons of the year.

The Loan is secured by a mortgage upon the entire Line of Road from Richmond to the Ohio River, with the equipment and all other property and appurtenances connected therewith.

A SINKING FUND OF \$100,000 PER ANNUM IS PROVIDED FOR THE REDEMPTION OF THE BONDS, TO TAKE EFFECT ONE YEAR AFTER THE COMPLETION OF THE ROAD.

The mortgage is for \$15,000,000, of which \$2,000,000 will be reserved and held in trust for the redemption of outstanding Bonds of the VIRGINIA CENTRAL RAILROAD COMPANY, now merged in the CHESAPEAKE AND OHIO.

Of the remaining \$13,000,000, a sufficient amount will be sold to complete the road to the Ohio River, perfect and improve the portion now in operation, and thoroughly equip the whole for a large and active traffic.

The present price is 90 and accrued interest.

A Loan so amply secured, so carefully guarded, and so certain hereafter to command a prominent place amongst the favorite securities in the markets both of this country and Europe, will be at once appreciated and quickly absorbed.

Very respectfully,

**FISK & HATCH,
BANKERS.**

P. S.—We have issued pamphlets containing full particulars, statistical details, maps, &c., which will be furnished upon application.

We buy and sell Government Bonds, and receive the accounts of Banks, Bankers, Corporations and others, subject to check at sight, and allow interest on daily balances.

Marietta and Cincinnati Railroad.

The earnings of this road for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers...	\$639,373 46	\$388,316 08
" freight.....	814,529 25	939,602 26
" mail.....	23,737 44	23,737 44
" express.....	42,718 49	38,454 09
" telegraph.....	7,728 48	6,235 83
	\$1,288,087 12	\$1,391,345 65
Expenses, viz.:		
Road department...	\$402,967 23	\$491,077 19
Machinery "	381,265 85	380,302 60
Transp. "	236,257 40	240,403 08
General charges....	71,642 18	86,151 76
Telegraph.....	12,985 27	13,971 29
Mileage of cars.....	12,499 42	31,758 41
	\$1,117,617 35	\$1,243,664 33
Net earnings.....	\$170,469 77	\$147,681 32

Compared with the previous year the gross earnings show an increase of \$103,258.53; with an increase in expenses of \$126,046.98—making a decrease in net earnings of \$22,788.45. The report says:

In May, 1869, a fast schedule for passenger trains between Baltimore and Cincinnati was adopted, reducing the time of transit to 23½

hours, being the quickest time heretofore made between those cities. The Marietta and Cincinnati road was enabled, because of the greatly improved condition of its track and road-bed, to contribute its share, with the Baltimore and Ohio road, to the increased speed; and the route was, for the first time, successfully opened, as a first-class passenger line, via Parkersburg, between Cincinnati and the seaboard cities, especially Baltimore and Washington. This schedule was maintained with great success, without accident, during the season.

Agents have been employed to present the advantages of the route to the public, and it is believed that this valuable business will rapidly develop, and become, at an early day, a source of largely increased revenue. The increase of \$10,884 68 in excess of 1868, in through passengers, is very gratifying, being 33 per centum.

For several months in 1869, the Northern Trunk Lines were engaged in a reckless competition for control of the through business between New York and the West. When rates reached the point at which it was an absolute loss to transport the property, the Baltimore and Ohio Company withdrew from the New York market, and consequently this company did not receive as much revenue from through freights as was anticipated. The continuance of that conflict reduced prices from all the Atlantic cities, thus affecting the earnings from through business.

Under those circumstances, the very considerable increase of receipts from through freight, \$58,097.16, is very encouraging. The great advantages secured, by transporting freight directly through, without transshipment, have been appreciated by shippers at Cincinnati, Indianapolis, Lafayette and other Western points, as well as the Eastern cities, and the route has become a favorite one.

It is to be regretted that the Ohio and Mississippi Company has not changed the gauge of their road. A very considerable amount of through business has been interchanged between the two companies at the transfer depot, and largely increased revenues, over previous years, realized. But the traffic would greatly improve, if cars could be run through without breaking bulk, between the Atlantic cities and St. Louis, in connection with the Ohio and Mississippi road.

During the last six months of the year the company was unable, for want of a sufficiency of engines and cars, to transport at all times, the traffic offering, particularly in September and October, when it was obliged to decline some through business. All the equipment of the company was taxed to its utmost capacity. The great necessity for increased plant must be met before next season.

Local shipments of wheat, flour, pig iron and ore, increased in comparison with 1868. A reduction in local tariffs was established in July, 1869, affecting the revenue from this branch of business.

A new and valuable traffic has been established in the transportation of Missouri and Lake Superior iron ore, to combine with the native yields. 7480 tons of these ores have been hauled in 1869 from Cincinnati to the furnaces along the line, affording freight for flat cars, which otherwise would, to a great extent, have been returned eastwardly empty.

The coal trade shows a decrease of \$32,057.56, as compared with 1868. This is to be accounted for, to a great degree, by the suspension of work by the Southern Ohio Coal Company, during the autumn, when this traffic is largest.

The policy adopted in 1868 of placing the line, as rapidly as practicable, in good condition, was steadily maintained during 1869. Notwithstanding a very considerable floating debt was created previous to 1869 in furtherance of this object, the Board decided to continue this liberal policy until the road could be regarded as in first-class condition.

During most of the year two construction trains were used upon the road, and a very large amount of ditching and surfacing accomplished,

In addition to these expenditures over forty miles of road, never ballasted hitherto, were ballasted with broken stone and gravel.

2,984 tons of new and re-rolled rails were placed in the track, making a total of 5,152 tons, from March 1, 1868, to December 31, 1869.

At Little Creek, where a two span bridge on wooden supports, was lost by flood in 1868, a single span bridge, 100 feet long, with stone abutments has been built. Stone masonry has been substituted for wood structures, at several other places.

144,049 new cross-ties were used during the year.

\$62,075.77 was expended in repairing and renewing bridges, and these structures may be regarded as in good condition.

The water stations have been greatly improved during the year; \$32,201.29 having been expended on this account.

The machinery and the condition of freight and passenger cars have been maintained to the full standard.

The following statement furnishes in detail, the items of construction during the year:

Arching Pilcher Tunnel, completed in May, 1869, and timbering Tunnel, No. 1.....	\$25,875 64
New Sidings (nearly four miles in the aggregate).....	26,095 50
New Water Stations at Chillicothe and Loveland.....	10,438 93
Fencing.....	2,554 25
Ferris' Branch.....	242 65
Mineral Branch.....	109 00
Depot Grounds.....	2,287 56
Rights of Way.....	6,657 75
New Stationary Machinery.....	1,503 87
Locomotives; expenditures for changing gauge of engines received from Scioto and Hocking Valley Road, and not heretofore in use on M. and C. road, and for rebuilding engines not in use since the re-organization of the company.....	14,466 06
New passenger cars.....	6,971 94
New construction cars.....	620 94
68 flat and coal cars, and 10 stock cars.	43,504 82
Hand cars.....	2,131 31
Total.....	\$143,460 22

The very heavy expenditures of the past two years, incurred in the effort to place the road in first-class condition, have created a floating debt amounting to \$972,290.32.

In view of the insecure physical condition of the road in the spring of 1868, the company was obliged, either to allow the property to continue to depreciate—the result of which policy would have been to render, in a very brief period, the road unsafe for transportation of either passengers or freights—to take the risk of most disastrous accidents, and to fail in the duty of presenting a road warranting the confidence of the public, or to incur a heavy floating debt.

The Board, in consideration of the desirable and essential object to be attained, did not hesitate to assume this great burden, confidently expecting that the period would arrive when the debt could be funded upon satisfactory terms. During a period of great financial stringency, the floating debt, with the assistance of the Baltimore and Ohio company, has been successfully carried upon moderate terms.

Although so much has been accomplished, a great amount of work upon the road remains to be done, and additional equipment must be provided to meet the rapidly increasing traffic.

Ten new locomotives, two hundred and fifty freight cars, ten passenger cars, and four baggage cars, in addition to the present equipment, will, it is believed, be required to accommodate the traffic in 1870, and this expectation is only reasonable when it is remembered that this amount of additional equipment could have been profitably used from 1st July to 31st December, 1869.

Sixty miles of road have never been ballasted,

It is important this should be done next season.

Additions to the machine shops, and a new station house at Chillicothe, are urgently needed.

A great portion of track between Chillicothe and Loveland was laid originally with English "compound rail," of excellent quality. Much of it is yet on the track, and has been in use from thirteen to sixteen years. These rails have worn very rapidly of late, and, to a considerable extent, the track between the points named will require relaying.

Additional subscriptions to the stock of the Cincinnati and Baltimore railway company, to the extent of \$150,000, will be required.

Iron bridges should be substituted for wooden structures as rapidly as practicable. Heavy expenditures must be incurred in additional permanent improvements of the roadway and structures upon the line.

The trestles east of Athens should be filled, if the road be permanently maintained upon the existing route.

Vanderwerker Tunnel, 1,300 feet in length, should be arched.

At Athens a permanent route should be established, either through the proposed tunnel or around the town.

It is important, in order to insure economy in working the line, that the temporary grades and curves be abandoned, and the road located permanently with low grades, and as nearly as practicable, upon a straight line.

This company, under its agreement with the Baltimore and Ohio company, is obliged to furnish one-third of the capital required to build the bridge over the Ohio river at Parkersburg. No payment has been made on this account.

These improvements are essential to the ultimate success of the company and the permanent value of its property.

It is evident the net receipts of the road will, for the present, be absorbed in paying the interest on the bonded debt.

The company owns real estate, embracing land in Hamilton county, and coal lands in Athens and Vinton counties, not required for railroad purposes, valued at \$600,000, and stock in the Columbus and Hocking Valley road which cost \$50,000. Apart from these resources, the company has no means to pay the floating debt, and to meet the heavy expenditures referred to, and the Board therefore recommends to the stockholders, that a third mortgage be issued for three millions of dollars to meet these essential requirements. It is believed that these securities can be disposed of at fair rates; and by careful management the proceeds will relieve the company of financial embarrassments, and furnish a road thoroughly equipped and provided with the facilities to accommodate satisfactorily a large and remunerative traffic.

BRIDGE AT PARKERSBURG.

The Baltimore and Ohio company has pressed with great vigor, the work upon this structure, and has completed all the piers in the Ohio river. A large amount of work has also been done upon both shores, and there is every reason to suppose that the bridge will be finished in 1870. This improvement is of the greatest value to the Marietta and Cincinnati company, and a large increase of revenue, particularly from through traffic, may be anticipated upon its completion.

CINCINNATI AND BALTIMORE RAILWAY.

The work upon this road was commenced at Mill Creek Bridge, above the Hamilton and Dayton Junction, in June, 1869. After careful surveys, it was decided to adopt the route upon the east side of Mill Creek, although more expensive, because of the greater length and additional height of embankment as compared with the route upon the west side—the eastern route being 1130 yards shorter, and affecting most advantageously the company's property in that locality. It is believed that the additional price which will be realized, in the enhanced value of the company's real estate, will more than compensate for the increased outlay, besides securing a route in

all respects the most desirable. Under the resolution of the Board authorizing a subscription for \$250,000 of the capital stock of the Cincinnati and Baltimore company, the Marietta and Cincinnati company has subscribed and paid for \$100,000 of stock, and advanced \$72,929 in cash, additionally. During the great financial stringency, prevailing through the entire year, very little progress was made in obtaining individual subscriptions to the stock, but efforts will be renewed to secure subscriptions in Cincinnati. The guarantee by the Marietta and Cincinnati company of a dividend of eight per cent. annually, free of tax, makes this a most desirable investment.

Upon the completion of the road to Spring Grove avenue, the work was suspended, because of a temporary injunction obtained against the company, restraining it from building bridges across Spring Grove avenue and Colerain pike. With the desire of meeting all objections, the company contracted for expensive wrought-iron bridges, of graceful proportions and superior workmanship, elevated at a height of thirteen feet across these roads, and it was expected that this liberal action would have been met in a proper spirit by the avenue companies. The delay has been serious, and has caused very considerable increased outlay, as well as retarded an improvement highly beneficial to the city of Cincinnati.

In January, 1870, the case was tried in the Court of Common Pleas, and the temporary injunction obtained by the avenue companies dissolved, and a perpetual injunction granted to the Cincinnati and Baltimore company prohibiting any interference in the work. The case goes to the District Court in April next for final hearing, and no apprehension is felt as to a decision in favor of the company.

GENERAL REMARKS.

The large outlays upon the road during 1868 and 1869 have greatly improved its material condition, which may now be regarded as superior to that of any previous period in the company's history. The singular exemption from accident with which a schedule for passenger trains, much faster than heretofore in operation, has been maintained, and with which the large freight traffic has been performed, is sufficient evidence of the wisdom and true economy of these expenditures. There is every reason to believe that the business of the company for 1870 will exceed that of any previous year.

From the relief to the financial condition of the company, by sale of bonds proposed to be issued, it is expected that the company will be able to furnish, at all times, sufficient equipment to perform any amount of business it can secure.

The completion of the Cincinnati and Baltimore railway, and the Ohio river bridge at Parkersburg, together with the improvements, which will be vigorously pressed, will furnish a first-class line from Cincinnati to the Atlantic seaboard, shorter than any existing route, and the ultimate success of the company can not be doubted.

No settlement having been effected regarding \$155,000 second mortgage bond not accounted for by S. B. Keys, or Keys & Brother, referred to in last annual report, suit has been ordered against A. L. Mowry, Samuel B. Keys and George E. Bend.

The company have 52 locomotives, viz: 19 passenger and 33 freight; of these 46 are now burning coal. During the year the engines have made the following mileage: passenger trains, 511,100; freight trains, 608,440; wood and other trains, 152,960; construction, 135,500—total, 1,408,000.

The number of through passengers transported during the year was 8,857; do., local do., 319,642—total, 328,499. Number of tons of through freight, 100,449; do., local do., 287,618—total, 388,067.

This shows an increase in mileage of engines of 217,400; in number of passengers carried, 16,694; and in tons of freight transported, 59,173.

PROFIT AND LOSS ACCOUNT, DEC. 31, 1869.

Balance from previous year.....	\$874,373 65
Coupons on bonds.....	426,427 47
Taxes, State and Federal.....	60,605 05
Interest and discounts.....	74,400 39
Rents of real estate, depot, tracks, etc.	93,520 01
New York office expenses.....	2,000 00
Personal injuries.....	5,961 37
Old accounts adjusted in 1869.....	17,447 55
Total.....	\$1,554,735 49
Net earnings for 1869.....	\$147,681 82
Rents of real estate.....	15,526 70
Individual accounts.....	1,500 00
Balance.....	1,390,027 47

Total, as above.....\$1,554,735 49

GENERAL BALANCE SHEET, DECEMBER 31, 1869.

Railway and equipment.....	\$11,585,896 19
Hillsboro Branch purchase.....	1,888,796 93
Union Branch purchase.....	178,336 50
Portsmouth Branch purchase.....	800,000 00
	\$14,453,029 62
Construction—Main line.....	4,018,638 97
“ Cincinnati extensions.....	1,251,110 80
Suspense account.....	\$155,000 00
Real estate.....	504,184 35
Bonds and stocks.....	52,965 92
Col. and H. V. R. R. subscription.....	50,000 00
Cin. and Balt. Railway subscription.....	100,000 00
Cin. and Balt. Railway (Am't advanced to).....	72,929 00
Bills receivable.....	24,632 68
Uncollected revenue.....	63,342 00
Materials on hand, including fuel.....	97,225 62
	1,120,279 67
Profit and loss, to balance.....	1,390,027 47
	\$22,233,080 92
First preference stock and scrip.....	\$8,130,714 44
Second preference stock and scrip.....	4,460,368 23
Common stock and scrip.....	2,029,778 25
	\$14,620,855 92

First mort. (£) bonds.....	1,050,000 00
First mort. (currency) bonds.....	2,449,700 00
First mort. (currency) scrip.....	4,695 59
Second mortgage bonds.....	2,500,000 00
Scioto and Hocking Valley bonds.....	300,000 00
Baltimore loan to Union Railroad.....	20,000 00
Pay roll.....	\$108,771 76
Bills payable and cash borrowed.....	863,518 56
Dividends on preferred stock unpaid.....	7,468 50
Current accounts due Railroads, etc.....	308,060 60
	1,287,819 42
	\$22,233,080 92

President.—JOHN KING, JR.

Directors.—John King, Jr., Johns Hopkins, Henry C. Lord, Thomas Whitridge, Nathaniel Wright, R. M. Bishop, J. N. Camden, A. A. Chapman, William T. McClintock, Wylie H. Oldham, John Donnell Smith, W. W. Scarborough, Thomas Phillips.

Treasurer.—CHAS. F. LOW.

Superintendent.—W. W. PEABODY.

The total debt of the city of Portland, Me., including loans to railroads, is \$3,889,349, of which the city debt proper, not secured, amounts to \$1,322,341. The city valuation is \$30,000,000, an increase of \$8,000,000 during the last decade, notwithstanding the great fire.

Western Maryland Railroad.

The ordinance passed by the City Council, and ratified by the Maryland State Legislature, authorizing the endorsement by the City of Baltimore of the bonds of the Western Maryland Railroad Company to the amount of \$1,400,000, has been approved by the voters of Baltimore at an election for that purpose held on the 8th inst. The ordinance not only provides for the completion of the road to Williamsport, but also binds the railroad company to locate a new, direct and independent line of railroad from a point at or near Owings' Mills to a point in the city of Baltimore west of Pennsylvania avenue, and the principal or main work and repair shops of the company are to be located in or adjacent to the city of Baltimore. Of the amount of bonds authorized to be issued and endorsed, \$200,000 are to be set apart and reserved for the construction of the line referred to from Owings' Mills to Baltimore. The ordinance also provides that the Western Maryland Railroad Company, before appropriating any portion of the bonds for the endorsement of which provision is made to the completion or construction of that part of its road west of Smithsburg, in Washington county, shall set apart and apply a sufficient portion of the bonds to complete the construction of the road from its present terminus at Big Pipe Creek, in Carroll county, to Smithsburg; and before any of the bonds shall be applied to the construction of the road between Smithsburg and Hagerstown, the mayor and commissioners of finance shall be satisfied that the Western Maryland Railroad Company has entered into a contract or contracts for the completion of the portion of road east of Smithsburg, and shall reserve enough of said bonds to pay the price at which said portion of the road is contracted for. A portion of the bonds is also to be reserved by the city as a sinking fund to provide for the redemption of the whole on maturity.

New York and Ridgefield Railroad.

The directors of the New York and Ridgefield Railroad have entered into a contract with Messrs. Myers & Co. for the construction and equipment of their proposed railroad from Ridgefield, Conn., to Portchester, N. Y., where it will form a junction with the New York and New Haven Railroad, and thus open direct communication with the city for those residing in the beautiful and fertile valleys through which the road will pass. The contractors will break ground at a very early day, and bind themselves to complete the new road in seventeen months.

Work on the Memphis and Little Rock Railroad is to be commenced as soon as the waters recede sufficiently to allow it. Under the new contracts, the road to White river will be completed by July first. There is only a gap of thirty-four miles in the road between Memphis and Little Rock, and fifteen miles of that distance is graded ready for the laying down of the cross ties and rails.

The Morris and Essex Railroad is now nearly finished from Rutherford Park to the tunnel, including the bridges over Berry's and Kenston's Creek and the Hackensack River. Construction trains now run over the meadows for a considerable distance.

Railroads of Massachusetts.

A tabular statement of the Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the year ending November 30, 1869.

(Prepared from the Annual Report of the Secretary of the Commonwealth.)

Railroads.	Capital Account.		Length of Track.		Cost of Road.		Gross Earnings.		Expenses and Rents.	Net Earnings.	Dividends.	
	Stock.	Bonds.	Total.	Main.	Branch.	Other.	Passenger.	Freight.			Am't.	P. c.
Berkshire.....	600,000	.....	600,000	21.01	.....	.....	.....	.....	.....	42,000	42,000	7
Boston, Barre and Gardner ..	104,200	.....	105,200	.....	.....	2,788	.....	.....	4,795,327	1,991,129	1,648,842	10
Boston and Albany ..	16,411,600	.....	20,519,620	200.65	49.63	77.28	2,557,593	3,861,052	377,811	6,796,456	.....	.....
Boston, Clinton & Fitchburg ..	872,600	648,000	1,625,655	41.40	1.47	6.35	1,066,219	105,565	7,003	218,787	85,024	6
Boston, Hartford and Erie ..	25,000,000	21,200,000	53,549,164	297.50	.....	36.63	294,386	382,926	12,795	640,057	175,724	8
Boston and Lowell ..	2,195,000	275,000	2,574,574	26.75	1.88	45.00	452,732	575,933	43,185	1,071,880	247,195	10
Boston and Maine ..	4,471,274	.....	4,688,711	74.26	8.79	60.12	1,082,643	711,164	77,532	1,871,339	549,949	10
Boston and Providence ..	8,360,000	.....	8,360,000	51.50	7.66	52.00	724,850	503,512	52,999	1,280,561	403,882	10
Cape Cod ..	801,906	125,000	1,005,395	64.81	1.04	3.00	177,664	62,915	9,388	250,517	97,729	8
Cheshire ..	2,085,925	791,500	2,877,425	53.65	.....	13.00	207,884	480,417	25,225	713,526	151,338	5
Connecticut River ..	1,700,000	250,000	1,950,000	50.00	3.55	9.01	287,495	333,378	28,323	649,196	202,842	10
Danvers ..	67,500	160,000	250,998	9.20	.....	0.22	243,456	.....	.....	.....	.....	.....
Dorchester and Milton ..	73,340	42,807	131,788	3.28	.....	.....	136,373	.....	.....	.....	.....	.....
Eastern ..	4,037,800	2,900,400	7,388,200	44.10	53.44	18.59	1,117,670	423,881	133,687	1,675,238	371,857	8
Eastern Branch ..	49,663	.....	49,663	3.76	.....	.....	.....	.....	.....	.....	.....	.....
Fall River, Warren and Prov.	150,000	.....	405,450	5.79	.....	.....	28,960	727	29,687	6,815	.....	.....
Fitchburg ..	3,540,000	.....	3,540,000	51.00	42.75	81.12	508,215	736,796	45,583	1,290,594	341,880	8
Fitchburg and Worcester ..	.....	.....	.....	.....	.....	.....	17,129	27,509	10,313	54,951	14,877	6
Hanover Branch ..	123,500	60,000	190,500	7.88	.....	0.50	22,192	8,509	.....	30,701	15,240	.....
Hartford and New Haven ..	3,300,000	927,000	4,227,000	61.87	12.50	71.22	978,630	744,787	88,065	1,811,682	548,219	14
Horn Pond ..	2,000	.....	15,238	0.66	.....	.....	.....	.....	.....	.....	.....	.....
Lexington and Arlington ..	241,200	.....	283,800	6.94	.....	0.65	30,213	9,524	2,372	42,109	4,365	.....
Lowell and Lawrence ..	200,000	67,700	269,223	12.35	.....	2.34	.....	.....	.....	.....	.....	.....
Mansfield and Framingham ..	234,000	146,500	427,081	.....	.....	.....	.....	.....	.....	.....	.....	.....
Massachusetts Central ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middleboro' and Taunton ..	149,092	.....	119,120	8.54	.....	0.68	22,919	27,541	900	51,300	48,865	.....
Milford and Woonsocket ..	82,250	.....	112,250	3.88	.....	0.46	.....	.....	.....	.....	2,495	.....
Nashua and Lowell ..	720,000	.....	720,000	14.57	.....	3.00	203,402	257,216	11,956	472,574	98,815	10
New Bedford and Taunton ..	.....	.....	672,500	20.13	.....	1.41	125,483	72,023	7,424	204,930	16,206	8
Fairhaven Branch ..	500,000	172,500	672,500	15.11	.....	0.68	35,372	18,327	1,340	55,069	39,952	.....

CITY PASSENGER AND FREIGHT RAILROADS IN MASSACHUSETTS.									
Newburyport	220,340	.....	520,340	26.98	.....	2.23	597,386	.....	.....
New Haven & Northampton	1,500,000	.....	2,759,431	83.88	16.15	.....	2,934,753	97.97	(Included in Boston and Maine.)
New London Northern	1,003,500	.....	1,692,500	100.00	.....	10.78	1,486,023	100.00	82,471 149,024 14,300 245,796
Norwich and Worcester	2,363,700	.....	3,167,620	59.40	7.00	12.00	2,613,694	64.40	182,737 211,889 24,994 419,620
Old Colony and Newport	4,943,420	.....	7,975,420	117.75	12.17	44.00	7,860,011	142.67	244,395 467,812 29,899 741,603
Pittsfield and North Adams	450,000	.....	450,000	18.65	.....	1.42	443,678	.....	950,354 498,860 104,311 1,552,525
Providence and Worcester	2,000,000	.....	2,055,000	43.41	1.00	29.41	2,033,772	47.29	(Included in Boston and Albany.)
Salem and Lowell	243,305	.....	470,550	16.88	.....	2.60	470,558	.....	(Included in Boston and Lowell.)
South Reading Branch	209,533	.....	305,088	8.15	0.23	1.98	299,468	8.38	5,872 5,551 11,423
South Shore	259,685	.....	407,629	11.50	.....	1.98	501,593	11.50	56,955 5,715 6,292 67,962
Stockbridge and Pittsfield	443,700	.....	448,700	21.93	.....	1.09	448,700	.....	(Included in Housatonic.)
Stoneham Branch	33,255	.....	87,993	2.38	.....	.....	87,993	.....	(Included in Boston and Lowell.)
Stony Brook	267,300	.....	267,300	13.16	.....	0.97	267,384	.....	(Included in Boston and Lowell.)
Stoughton Branch	85,400	.....	85,400	4.04	.....	0.83	113,441	4.04	11,511 6,497 1,111 19,119
Taunton Branch	250,700	.....	271,881	11.10	0.59	1.29	250,003	11.69	134,029 93,141 2,698 229,868
Vermont and Massachusetts	2,860,000	.....	3,696,146	69.33	8.00	5.50	3,465,944	107.33	201,984 281,872 83,722 567,568
Ware River	91,110	.....	91,110	.....	.....	.....	67,834	.....	(In course of construction.)
West Stockbridge	39,600	.....	39,600	2.75	.....	.....	39,600	.....	(Included in Housatonic and Boston and Albany.)
Worcester and Nashua	1,270,400	.....	1,951,532	45.69	.....	11.76	1,657,900	45.69	188,525 231,292 18,204 538,021
Albany Street Freight	150,000	.....	154,377	0.89	.....	0.16	49,875	0.89	.....
Boston and Chelsea	110,000	.....	110,000	1.18	.....	1.36	110,000	.....	.....
Boston and West Roxbury	41,000	.....	41,000	3.00	.....	0.06	41,000	.....	(Included in Lynn and Boston.)
Cambridge	150,000	.....	877,874	17.14	5.97	6.12	734,670	.....	(Included in Metropolitan.)
Lowell Horse	55,880	.....	55,880	3.81	.....	0.23	70,000	3.81	(Included in Union.)
Lynn and Boston	200,000	.....	291,952	10.75	1.00	0.86	274,381	11.75	31,179 290 31,469
Malden and Melrose	49,224	.....	49,224	3.56	.....	0.19	60,246	.....	1,662 166,752 152,742
Marginal Freight	191,000	.....	224,636	0.55	0.45	.....	190,646	.....	(Included in Middlesex.)
Medford and Charlestown	21,000	.....	25,500	3.08	.....	0.26	36,600	.....	(Included in Middlesex.)
Merrimac Valley Horse	50,000	.....	56,201	4.89	.....	0.22	42,468	.....	(Included in Middlesex.)
Metropolitan	1,250,000	.....	1,483,457	25.80	7.31	11.07	1,594,499	4.89	27,957 775 28,732
Middlesex	400,000	.....	498,369	3.59	0.43	3.10	529,292	21.09	23,961 821,332 686,745
Northampton and Williamsburg	300,000	.....	302,608	3.22	.....	0.09	300,000	3.22	1,914 229,090 200,967
North Woburn	20,000	.....	32,090	2.09	.....	0.02	27,802	2.09	3,305 9,757 11,137
Salem	35,600	.....	200,954	6.81	2.43	0.84	192,300	9.24	426 6,772 6,459
Somerville	75,000	.....	75,000	3.74	.....	0.11	75,000	.....	(Included in Middlesex.)
South Boston Street	400,000	.....	414,149	4.92	.....	1.97	414,559	4.92	(Included in Middlesex.)
Stoneham	33,000	.....	34,650	2.50	.....	0.04	40,044	.....	(Included in Middlesex.)
Suburban	5,000	.....	5,000	6.74	.....	0.12	95,000	.....	(Included in Malden and Melrose—most of track taken up.)
Union	105,200	.....	357,058	.....	.....	.....	318,429	23.11	17,011 427,047 417,693
Waltham and Newton	14,750	.....	31,400	2.61	.....	0.10	28,502	2.61	8,146 8,146 9,793
Whitinsmet	54,750	.....	15,376	2.25	.....	0.51	62,152	.....	(Included in Lynn and Boston.)

Manufacturing Enterprises

The McKay Iron Works are now getting in some of the best tools that can be made at Worcester, Mass., for their business; the shops are running daily and machinery is going in which means business. The Works will soon be ready to commence full operations and employ the men that are now doing nothing about the streets. There is perhaps no manufacturing establishment in this city that will bring in more money or employ more labor. An enterprise like this is one of the many things that enrich a city. We are confident that there is no place in this country where manufacturing can be carried on at such an advantage as in Jersey City. You can ship directly to all parts of the world both by land and water. If you want to sell anything you are within fifteen minutes walk of the largest market on this continent, and if people want to buy they all come to New York before they go any where else. Think of the people that arrive in and depart from New York in one day on all the different railroads, and you can judge what is its business. Most of the large manufacturers will be driven out of New York on account of the high rents and the small quantity of land they have to work on. We have plenty of land in Jersey City as yet for all that will come, and we shall welcome all manufacturing enterprises that bring us money and business.

Chesapeake and Ohio Railroad.

In the Virginia Senate, on the 7th inst., in response to the resolution of Mr. Pendleton "inquiring into the terms of contract entered into between the president and directors of the Chesapeake and Ohio Railroad Company and C. P. Huntington and others for the transfer of the franchise and property of the Virginia Central and Covington and Ohio Railroad," reported "that they had examined the terms of the contract entered into between the president and directors of the Chesapeake and Ohio Railroad Company and C. P. Huntington and others, of New York, (a copy of which contract in full is submitted with this report for the information of the Senate,) and that they are of the opinion that the contract is a valid agreement between the parties competent to make it."

The committee respectfully request to be relieved from any further consideration of the subject.

The report was concurred in.

Great changes are about to take place in the organization of the Russian Railways. The government has decided to sell all the existing State railways to private companies, in order to facilitate the speedy completion of the projected lines in the south.

The gross receipts of the Northern (Canada) Railway in 1869 were \$671,076, and the ordinary expenses, \$338,035. Besides which \$164,122 were expended on additional locomotives and rolling stock, new sidings, and works of extension.

It is stated that the Lake Erie division of the Baltimore and Ohio Railroad has contracted to deliver one thousand car loads of Lake Superior iron ore, the present season, to parties in Zanesville, Wheeling and Baltimore.

The completion of the Southern Central Railroad was celebrated at Auburn, N. Y., on the 7th inst., Gen. John H. Chedell is president of the company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....	1,774,824	J. & J.	Jul. '69	Hartford and New Haven.....	8,300,000	J. A. J. & O.	Jan. '70	Portl., Saco & Portsmouth.....	1,500,000	J. & D.	Dec. '69
American Central.....	900,000	J. & J.	Jul. '69	Hannibal and St. Joseph.....	1,900,000	-----	-----	Providence & Worcester.....	1,800,000	J. & J.	Jan. '70
Atlanta and West Point.....	1,232,200	J. & J.	July '69	Do. do. prof.....	6,253,830	-----	-----	Raleigh and Gaston.....	1,000,000	-----	-----
Atlantic & N. Carolina.....	6,545,225	-----	-----	Hanover Branch, Pa.....	50	M. & N.	Nov. '69	Rensselaer and Saratoga.....	3,000,000	A. & O.	Oct. '69
Atlantic & Gt. Western.....	25,379,923	-----	-----	Housatonic.....	100	-----	-----	Richmond and Danville.....	1,000,000	-----	-----
Do. prof.....	1,919,000	-----	-----	Do. prof.....	1,180,000	J. & J.	Jan. '70	Richmond and Petersburg.....	547,100	-----	-----
Atlantic & St. Lawrence.....	2,494,900	J. & J.	Jan. '70	Huntingdon & B'd Top.....	494,330	-----	-----	Rich., Fred. and Potomac.....	1,041,800	-----	-----
Augusta and Savannah.....	733,700	J. & J.	Jan. '69	Do. prof.....	190,750	J. & J.	Jan. '70	Rockport.....	88,400	-----	-----
Baltimore and Ohio.....	18,181,932	A. & O.	Oct. '69	Illinois Central.....	23,415,780	F. & A.	Feb. '70	Rome, Waterf. and O'n'b.....	2,400,000	J. & J.	Jan. '70
Do. Washington Br.....	1,860,000	A. & O.	Oct. '69	Indianapolis, Cin. & Lafay.....	6,185,897	M. & S.	Sep. '69	Putland preferred.....	1,000,000	F. & A.	Feb. '69
Baltimore City Passenger.....	670,000	F. & A.	Feb. '70	Jeffersonv. Mad. & Ind.....	2,000,000	J. & J.	Jan. '70	St. L. Alt. and T. Haute.....	2,300,000	-----	-----
Bay de Noquet & Marq.....	1,250,000	A. & O.	Apr. '69	Joliet and Chicago.....	1,600,000	J. A. J. & O.	Jan. '70	Do. prof.....	2,640,000	Annual	June '69
Belvidere Delaware.....	996,250	-----	-----	Joliet & North, Indiana.....	300,000	J. & J.	July '69	St. L. Jack'nv. and Chic'o.....	1,469,429	-----	-----
Berkshire.....	600,000	J. A. J. & O.	Jan. '70	Lake Shore & Mich. So.....	35,000,000	F. & A.	Feb. '70	Sandusky and Cincinnati.....	2,089,000	-----	-----
Blossburg & Corning.....	250,000	J. & J.	Dec. '69	Do. guar.....	633,500	F. & A.	Feb. '70	Do. prof.....	445,556	M. & N.	Nov. '69
Boston and Albany.....	13,726,100	J. & J.	Jan. '70	Lackawanna & Bloomsb.....	1,325,000	-----	-----	Sand, Mansf. and Newark.....	901,241	-----	-----
Boston and Chelsea.....	110,000	A. & O.	Oct. '69	Leeds and Farmington.....	50	J. & J.	Jan. '70	Savannah and Charleston.....	1,000,000	-----	-----
Boston, Concord & Mont.....	469,400	-----	-----	Lehigh and Mahanoy.....	2,158,665	J. & J.	Jan. '70	Schuylkill and Esqueh'a.....	1,294,160	-----	-----
Do. prof.....	1,340,400	M. & N.	Nov. '69	Lehigh and Susquehanna.....	6,739,800	M. & N.	May '69	Second and Third St. (Ph.)	203,757	J. & J.	Jan. '70
Boston and Lowell.....	1,891,600	J. & J.	Jan. '70	Lehigh Valley.....	16,781,400	J. A. J. & O.	Jan. '70	Schuylkill Valley.....	576,050	J. & J.	Jul. '69
Boston and Maine.....	4,076,974	J. & J.	Jan. '70	Lehigh Luzerne.....	344,650	J. & J.	Jan. '70	Seaboard and Roanoke.....	868,200	-----	-----
Boston and Providence.....	8,300,000	J. & J.	Jan. '70	Little Miami.....	3,572,400	J. & D.	Dec. '69	Second Avenue (N. Y.).....	670,000	A. & O.	Oct. '69
Boston (South Boston).....	400,000	J. A. J. O.	Jan. '70	L. M. & C. and X. (Joint).....	1,804,397	J. & D.	Jun. '69	Shamokin V. and Pottsv.....	869,450	F. & A.	Feb. '69
Broadway & 7th Av. (N. Y.).....	2,100,000	J. & D.	Dec. '69	Little Schuylkill.....	2,616,100	J. & J.	Jan. '70	Shore Line.....	636,000	J. & J.	Jan. '70
Broadway & 11th Av. (N. Y.).....	1,000,000	F. M. A. N.	Nov. '69	Lomb. and South St. (Ph.)	25	-----	-----	Sixth Avenue (N. Y.).....	750,000	-----	-----
Brooklyn City & New'n.....	399,800	-----	-----	Long Island.....	2,000,000	F. M. A. N.	Aug. '69	Somerville.....	75,000	M. & N.	May '69
Buffalo, Bradford & Pitts.....	1,100,000	-----	-----	Louisv., Cin. and Lex.....	1,821,736	J. & J.	Jul. '69	South Carolina.....	5,918,275	-----	-----
Buff. New York & Erie.....	960,000	M. & N.	May '69	Do. prof.....	848,815	J. & J.	Jul. '69	South Shore.....	259,686	-----	-----
Buffalo and Erie.....	5,000,000	F. & A.	Aug. '69	Louisville and Nashville.....	6,780,501	F. & A.	Aug. '69	South Western, Georgia.....	3,909,900	F. & A.	Aug. '69
Cambridge Horse (Boston).....	777,800	A. & O.	Oct. '69	Louisv. N. Alb. & Chicago.....	2,800,000	-----	-----	Staten Island.....	660,000	J. & J.	Jul. '69
Camden and Amboy.....	5,000,000	F. & A.	Feb. '70	Lowell and Lawrence.....	200,000	A. & O.	Oct. '69	Stony Brook.....	267,800	M. & N.	Nov. '69
Camden and Atlantic, prof.....	600,000	-----	-----	Lowell Horse.....	55,830	J. & J.	Jan. '70	Steuben, Ill. and Indiana.....	1,493,141	-----	-----
Camden & Burlington Co.....	351,000	-----	-----	Macon and Western.....	2,000,000	-----	-----	Stockbridge & Pittsfield.....	443,700	-----	-----
Cape Cod.....	121,928	J. & J.	Jan. '70	Mahanoy & B'd Mount'n.....	1,676,915	-----	-----	Summit Branch.....	50	F. & A.	Feb. '70
Cape May and Millville.....	447,000	J. & D.	Dec. '69	Maine Central.....	1,611,500	-----	-----	Syr., Bingham. and N. Y.....	1,314,130	-----	-----
Catawissa.....	1,160,000	-----	-----	Manchester & Lawrence.....	1,000,000	M. & N.	Nov. '69	Taunton Branch.....	250,000	J. & D.	Dec. '69
Catawissa, prof.....	2,200,000	M. & N.	Nov. '69	Marquette & Cincinnati.....	3,029,778	-----	-----	Tennessee and Alabama.....	695,922	-----	-----
Cayuga & Susquehanna.....	689,110	J. & J.	Jan. '70	Do. " 2d prof.....	8,130,719	M. & S.	Sep. '69	Terre Haute and Indiana.....	1,083,150	J. & J.	Jan. '70
Cedar Rapids & Mo. prof.....	655,000	M. & N.	May '69	Do. " 3d prof.....	4,460,368	M. & S.	Sep. '69	Third Avenue (N. Y.).....	1,750,000	-----	-----
Central of Georgia.....	4,686,300	J. & J.	July '69	Memphis and Charleston.....	6,312,726	M. & S.	Mar. '69	Thirteenth and Fif. (Ph.).....	50	J. & J.	Jan. '70
Central of New Jersey.....	15,000,000	J. & J.	Jan. '70	Memphis and Ohio.....	570,000	-----	-----	Tol., Peoria and Warsaw.....	2,700,000	-----	-----
Central Ohio.....	2,600,000	J. & D.	Dec. '69	Metropolitan (Boston).....	1,250,000	J. & J.	Jan. '70	Do. (E. D.) prof.....	1,700,000	-----	-----
Do. prof.....	400,000	J. & D.	Dec. '69	Michigan Central.....	11,197,348	J. & J.	Jan. '70	Do. (W. D.) prof.....	1,300,000	-----	-----
Cent. Park, N. & E. River.....	970,000	-----	-----	Middlesex (Boston).....	400,000	A. & O.	Oct. '69	Tol., Wabash and West.....	6,700,000	-----	-----
Chomung.....	380,000	J. A. J. & O.	Jan. '70	Mill Creek and Mineh'l.....	323,376	J. & J.	July '69	Do. prof.....	1,000,000	-----	-----
Cheshire, preferred.....	2,017,825	J. & J.	Jan. '70	Millville and Glassboro.....	405,920	F. & A.	Aug. '69	Troy and Boston.....	607,111	-----	-----
Chicago and Alton.....	6,141,800	M. & S.	Mar. '70	Millw. & Prairie du Chien.....	100	-----	-----	Troy and Greenbush.....	274,400	J. & D.	Jun. '69
Do. prof.....	2,425,400	M. & S.	Mar. '70	Do. " 1st prof.....	100	-----	-----	Union Transport'n (Boa.).....	200,000	-----	-----
Chicago, Burl. & Quincy.....	13,825,025	M. & S.	Sept. '69	Millw. & St. Paul.....	7,605,104	Feb. 1870	\$3 & 75	Union (Phila.).....	291,475	J. & J.	Jan. '70
Chicago, Iowa & Nebras.....	2,600,000	J. & J.	Jan. '70	Do. prof.....	9,744,63	Feb. 1870	\$7 & 35	Utica and Black River.....	834,400	J. & J.	July '94
Chicago and Milwaukee.....	2,227,000	J. & J.	Jan. '70	M. Hill & Schuylk. Haven.....	1,776,000	J. & J.	Jan. '70	Vermont and Canada.....	2,500,000	J. & D.	Dec. '69
Chicago & N. Western.....	14,590,192	J. & D.	Dec. '69	Mobile and Ohio.....	3,760,400	-----	-----	Vermont Central.....	6,000,000	-----	-----
Do. prof.....	18,159,097	J. & D.	Dec. '69	Montgomery & W. Point.....	1,644,101	J. & D.	Dec. '69	Vermont and Massachusetts.....	2,500,000	J. & J.	Jan. '70
Chicago, R. I. & Pacific.....	14,000,000	A. & O.	Oct. '69	Morris and Essex.....	3,616,860	-----	-----	Vicksburg and Meridian.....	357,405	-----	-----
Cin. Ham. & Dayton.....	3,600,000	A. & O.	Oct. '69	Mt. Carbon & Pt. Carbon.....	282,350	J. & J.	Jan. '70	Virginia Central.....	3,353,076	-----	-----
Cincinnati City Passenger.....	-----	J. & J.	Jan. '69	Nashua and Lowell.....	720,000	M. & N.	Nov. '69	Virginia and Tennessee.....	3,606,300	-----	-----
Do. Street.....	-----	J. & J.	Jan. '69	Nashville & Chattanooga.....	2,056,544	-----	-----	Western Union.....	2,707,693	-----	-----
Cin. Sand. & Clev. prof.....	393,073	M. & N.	Nov. '69	Naugatuck.....	1,436,000	F. & A.	Feb. '70	West Jersey.....	504,150	F. & A.	Feb. '70
Citizens' Passenger (Phil.).....	192,760	J. & J.	Jan. '70	New Bedford & Taunton.....	500,000	J. & J.	Jan. '70	West Philadelphia.....	949,100	J. & J.	Jan. '70
Clev. Col. Cin. & Ind.....	10,480,000	F. & A.	Feb. '70	New Haven & N. London.....	738,538	-----	-----	Wilm. and Weldon.....	1,463,776	-----	-----
Cleveland & Mahoning.....	2,056,400	M. & N.	Nov. '69	N. Haven & Northampton.....	1,344,000	J. & J.	Jan. '69	Winchester and Potomac.....	-----	J. & J.	Jan. '70
Cleveland and Pittsburgh.....	6,953,775	J. A. J. & O.	Jan. '70	New Jersey.....	6,250,000	F. & A.	Feb. '70	Warren.....	1,517,650	-----	-----
Cleveland and Toledo.....	6,000,000	F. & A.	Aug. '69	New London Northern.....	895,000	M. & S.	Sep. '69	Worcester and Nashua.....	1,622,500	J. & J.	Jan. '70
Col. Chi. & Indiana Cen.....	11,420,000	-----	-----	N. Y. Central & Hudson R.....	45,000,000	A. & O.	Apr. '70				
Goldbus and Xenia.....	1,786,200	J. & J.	Jul. '69	Do. Certificates.....	21,491,450	A. & O.	Apr. '70				
Gondar.....	1,500,000	M. & N.	Nov. '69	Do. old int. cer.....	22,829,000	-----	-----				
Gondar & Forts.....	350,000	J. & D.	Dec. '69	New York and Harlem.....	5,500,000	J. & J.	Jan. '70				
Gony Island & Brooklyn.....	500,000	-----	-----	Do. prof.....	1,500,000	J. & J.	Jan. '70				
Gon. & Passumt. Rivers.....	139,000	-----	-----	New York & New Haven.....	9,000,000	J. & J.	Jan. '70				
Do. prof.....	1,822,100	F. & A.	Feb. '70	N. Y. Provid. & Boston.....	2,000,000	J. & J.	Jan. '70				
Connecticut River.....	1,700,000	J. & J.	Jan. '70	Ning. Bridge & Cananda.....	1,000,000	J. & J.	July '69				
Cumberland Valley.....	1,216,900	A. & O.	Apr. '69	Ninth Avenue.....	797,400	-----	-----				
Danbury and New's.....	400,000	-----	-----	North Carolina.....	4,000,000	A. & J.	Apr. '70				
Dayton and Michigan.....	2,380,640	J. & J.	Jul. '69	Northern Central.....	4,798,900	F. M. A. N.	Nov. '69				
Delaware.....	694,280	J. & J.	Jul. '69	North Eastern (S. C.) prof.....	155,000	-----	-----				
Del. Lackaw. & Western.....	13,336,020	J. & J.	Jan. '70	Northern of N. Hampsh.....	3,068,400	J. & D.	Dec. '69				
Des Moines Valley.....	1,820,200	-----	-----	North Pennsylvania.....	3,150,150	-----	-----				
Detroit & Milwaukee.....	1,047,350	-----	-----	Norwich & Worcester.....	2,368,000	J. & J.	Jan. '70				
Do. prof.....	1,500,000	-----	-----	Ogdensb. & L. Champ'n.....	3,040,900	J. & J.	Jan. '70				
D. Dock, E. B'dw. & Bat.....	1,200,000	F. M. A. N.	Feb. '70	Do. prof.....	1,994,900	A. & O.	Oct. '69				
Dubuque and Sioux City.....	1,678,641	J. & J.	Jan. '70	Ohio and Mississippi.....	20,000,000	-----	-----				
Do. prof.....	1,087,351	J. & J.	July '69	Do. prof.....	8,500,000	J. & D.	Dec. '69				
East Mahanoy.....	392,550	J. & J.	Jul. '69	Oil Creek & Allegheny R.....	4,259,000	J. A. J. & O.	Apr. '70				
Eastern (Mass.).....	3,983,400	J. & J.	Jan. '70	Old Colony & Newport.....	4,943,220	J. & J.	Jan. '70				
Eastern (N. H.).....	492,500	J. & J.	Jan. '70	Orange and Newark.....	281,560	-----	-----				
East Pennsylvania.....	664,000	-----	-----	Oswego and Syracuse.....	482,400	F. & A.	Aug. '69				
East Tenn. and Georgia.....	1,290,067	-----	-----	Pacific of Missouri.....	8614,515	-----	-----				
East Tenn. and Virginia.....	1,902,000	-----	-----	Panama.....	7,000,000	J. A. J. & O.	Jan. '70				
Eighth Avenue (N. Y.).....	1,000,000	J. A. J. & O.	Jan. '69	Pateron and Ramapo.....	248,500	J. & J.	July '69				
Elm. Jeffers. & Canand.....	600,000	F. & A.	Aug. '69	Pateron and Hudson River.....	630,000	J. & J.	July '69				
Elmira & Williamsport.....	600,000	M. & N.	Nov. '69	Pennsylvania.....	21,045,750	M. & N.	Nov. '69				
Do. prof.....	500,000	J. & J.	Jul. '69	Peoria & Bureau Valley.....	1,200,000	-----	-----				
Erie Railway.....	70,000,000	F. & A.	Feb. '69	Peoria and Hannibal.....	600,000	J. & J.	Jul. '69				
Do. prof.....	6,536,910	Annual	Dec. '69	Philadelphia and Erie.....	6,004,200	J. & J.	Jan. '69				
Erie & Pittsburgh.....	962,990	-----	-----	Do. prof.....	2,400,000	J. & J.	Jan. '69				
Franklin & Crawford.....	1,148,446	J. & J.	Jan. '70	Philadelphia and Reading.....	23,280,750	J. & J.	Jan. '70				
Fitchburg & Worcester.....	248,000	J. & J.	Jan. '69	Do. Do. preferred.....	1,551,800	J. & J.	Jan. '70				
Flint and Holly.....	600,000	M. & N.	May '69	Phil. Germ'tn & Nor'n.....	1,535,850	F. & A.	Oct. '69				
Forty Six St. & G. St. Fy.....	750,000	A. & O.	Oct.								

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	38,169	51,831	60,029	81,156	95,823	123,702	174,812	181,297	200,550	212,109	128,156	78,771	1,621,625
1868.....	64,463	66,937	81,396	96,451	106,835	164,729	259,590	261,832	262,770	291,422	266,562	342,743	2,300,767
1869.....	212,604	218,932	301,308	438,045	568,270	556,080	332,657	511,854	606,788	579,642	535,316	410,000	5,611,699
Chicago and Alton:													
1863.....	100,850	101,355	104,372	122,084	132,301	145,542	149,137	157,048	170,044	170,910	156,869	153,294	1,673,706
1864.....	100,991	154,418	195,803	162,733	178,786	206,090	224,257	312,165	320,874	320,879	307,803	252,015	2,770,434
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,556	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,665,153
1867.....	243,787	157,832	235,061	282,165	335,510	342,358	354,244	415,982	405,999	426,752	359,102	330,169	3,892,801
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,106	503,745	409,569	361,701	4,568,643
1869.....	343,182	304,828	393,648	331,149	345,556	391,685	583,736	501,667	501,259	463,109	403,691	348,996	4,682,565
1870.....	293,978												
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,795	144,905	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	378,860	324,865	336,617	321,037	3,099,410
1865.....	305,554	246,331	289,403	196,580	234,612	321,518	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867.....	292,047	224,621	272,454	248,369	297,625	276,681	297,513	444,024	566,403	509,549	442,275	377,053	4,386,614
1868.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,889	433,435	4,797,464
1869.....	333,319	308,208	645,789	362,900	419,100	508,000	440,300	489,900	579,000	581,000	476,000	387,700	5,521,716
1870.....	362,800	398,200											
Chicago and Northwestern:													
1863.....						366,100	281,334	296,169	478,186	551,122	455,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	555,145	490,710	519,306	689,605	729,759	716,378	563,400	6,114,516
1865.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,410
1866.....	523,566	399,917	523,745	537,519	568,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,410
1867.....	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,747
1868.....	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,711
1869.....	892,092	830,286	1,142,166	1,112,190	1,258,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870.....	731,231												
Cleveland, Col., Cin. and Indianapolis:													
1863.....	242,206	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	282,799	230,061	2,915,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,616	271,555	242,621	3,095,966
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863.....	299,944	271,085	275,643	334,687	407,992	343,929	511,305	478,576	490,483	437,679	424,531	372,883	4,571,028
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,323,447
1865.....	511,536	528,972	616,605	616,605	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,083	7,181,205
1866.....	603,053	505,266	505,465	411,605	569,250	567,679	490,626	578,253	571,548	588,219	504,006	656,741	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	657,440	524,693	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	825,056	735,595	8,707,765
1870.....	654,587	663,311											
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	96,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	96,535	106,594	114,716	121,217	142,823	132,387	123,383	123,883	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,558	121,519	125,665	119,169	121,406	1,294,095
1869.....	98,517	91,666	109,526	111,033	111,643	118,648	114,496	129,888	140,473	132,866	131,019	109,629	1,390,822
1870.....	90,177	98,275											
Michigan Southern & Northern Indiana:													
1864.....	248,784	230,508	667,227	268,613	264,935	241,236	189,145	258,012	306,106	375,567	332,360	348,048	3,302,543
1865.....	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1866.....	363,996	366,361	413,974	365,180	361,489	387,095	301,613	418,576	486,808	524,760	495,072	351,799	4,826,727
1867.....	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,215	4,650,328
1868.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,888	530,871	429,785	380,034	4,663,808
1869.....	382,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,961,113
1869—Including Lake Shore.....	1,006,998*	80,59*	468,481	473,544	445,792	408,139	727,045*	838,777*	1,239,745*	1,279,602*	1,124,745*	1,048,272*	
1870.....	931,873*	1,006,961*											
Michigan Central:													
1862.....	230,150	159,658	151,902	175,996	186,030	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	216,449	308,168	375,488	339,794	306,185	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	262,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,560
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,966	359,646	429,161	498,640	414,604	305,669	4,260,115
1867.....	304,095	283,661	375,210	362,783	333,952	294,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,013
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	312,013	392,942	456,973	511,820	410,826	299,671	4,609,251
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,669	473,546	490,772	448,419	374,642	4,744,164
1870.....	337,992	320,128											
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	778,616	438,323	5,683,008
1868.....	369,228	321,203	335,508	436,412	565,718	458,191	423,398	622,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869.....	454,590	330,233	420,774	460,287	630,844	678,800	586,241	625,363	724,514	1,039,811	801,163	596,550	7,249,270
1870.....	396,171	383,823											
North Missouri:													
1869.....	119,721	94,927											
1870.....	213,101	196,207											
Ohio and Mississippi:													
1864.....	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	269,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	258,925	247,262	305,454	278,701	310,762	302,426	261,613	3,290,583
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,460,319
1868.....	211,973	231,351	265,9										

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.	
National Securities Mar. 1, 1870.												
Loan of June 14, 1858.....registered coupon	\$20,000,000	5	Jan. & July.	1874	107	Massachusetts—Western R. R. Loan, sterling	3,578,096	5	April & Oct.	60-88	...	
Loan of June 22, 1860.....registered coupon	7,022,000	5	"	1874	...	—Troy and Greenfield Loan, stg.	3,506,580	5	"	88-90	...	
Loans of Feb. 8, July 1, Aug. 3, '61.....registered coupon	282,732,600	5	"	1871	...	—Eastern R. R. Loan.....	1,166,500	5	"	90-94	...	
Oregon War Bonds of March 2, 1861.....	945,000	6	"	1881	114	—Nor. & Wore. R. R. Loan	200,000	5	Jan. & July.	69-71	...	
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,600	6	"	1881	114	—B. H. & Erie R. R. Loan, stg.	400,000	6	"	1877	...	
Loan of March 3, 1864 (5-20s).....registered	3,882,500	6	"	1881	...	—State Scrip (var.).....	290,400	6	"	1900	...	
Loan of June 30, 1864 (5-20s).....coupon	125,561,200	6	"	1881	...	—Union Fund Loan of 1861.....	171,000	5	Various.	1870	...	
Loan of March 3, 1865 (5-20s).....coupon	203,327,250	6	"	1881	...	—	117,000	5	"	1872	...	
" 2d series (5-20s).....registered	332,908,950	6	May & Nov.	1882	108	—	125,000	5	April & Oct.	1873	...	
" 3d series (5-20s).....coupon	379,591,800	6	"	1882	110	—	244,000	5	Various.	1874	...	
" 4th series (5-20s).....coupon	42,539,350	6	"	1884	108	—	162,000	6	June & Dec.	70-72	...	
Loan of March 3, 1864, (10-40s).....registered	194,567,300	6	"	1884	109	—	50,000	6	"	1877	...	
Pacific R. R. Bonds.....(currency)	64,457,320	6	"	1884	109	—	200,000	6	Jan. & July.	1878	...	
Certificates of Mar. 2, 1867, and July 25, 1868.....	45,555,000	6	"	1885	109	—	650,000	6	"	72-73	...	
Navy Pension Fund of July 23, 1868.....	14,000,000	6	Jan. & July.	1885	109	—	720,000	6	"	74-75	...	
Loans of 1842, 1847 and 1848.....	242,000	6	"	1885	109	—	1,430,000	6	"	77-78	...	
Texas Indemnity Bonds of Sept. 9, 1850.....	103,565	6	Jan. & July.	1886	108	—	600,000	5	May & Nov.	1880	...	
Treasury Notes prior to 1857.....	282,152	6	"	1886	108	—	220,000	5	Jan. & July.	1883	99	
Treasury Notes of 1857, '61 and '63.....	712,250	6	"	1887	109	—	200,000	5	May & Nov.	1884	99	
Certificates of Indebtedness.....	11,000	6	"	1887	109	—	4,379,500	5	"	1884	99	
Compound Interest Notes of 1863 and 1864.....	2,362,770	6	"	1888	109	—	888,000	5	Jan. & July.	1883	98	
Temporary Loan of June 30, 1864.....	181,760	6	"	1888	109	—	3,505,000	6	Mar. & Sept.	1886	100	
U. S. Notes (greenbacks).....	356,109,978	5	Mar. & Sept.	1904	100	—	919,324	6	Var.	3 yrs.	...	
Fractional Currency.....	39,950,039	5	"	1904	100	Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	...	
State Securities, latest dates.												
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70	—Renewal Loan.....	200,000	6	"	1878	97	
—(extended).....	2,414,800	5	"	1873-85	...	—Two Million Loan.....	1,728,000	6	"	73-83	93	
—(sterling).....	770,500	6	Jan. & July.	1870-86	...	—War Loan.....	896,000	7	"	1886	...	
—(extended).....	732,800	5	"	1886	...	—Bounty Loan.....	463,000	7	May & Nov.	1890	100	
—(new).....	660,200	8	"	94-95	98	Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	...	
Arkansas—State Bonds (Real Estate Bank).....	886,000	6	April & Oct.	1861	...	Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	41-71	...	
—(State Bank).....	440,000	6	Jan. & July.	1868	...	Missouri—State Bonds proper.....	453,000	6	Jan. & July.	62-90	...	
California—Civil Bonds of 1867.....	3,068,500	7	Jan. & July.	1877	117	—Consols. (interest).....	2,830,000	6	"	1887	...	
—1860.....	177,500	7	"	1880	...	—Railroad Loans.....	13,734,000	6	"	82-90	92	
—Soldiers' Relief Bonds.....	470,500	7	"	1883-85	...	—S. W. Pacific, guar.....	1,589,000	7	"	81-87	...	
—Bounty Bonds.....	982,000	7	"	1883-85	...	—Han. and St. Jo. R. R. Loan.....	3,000,000	6	"	81-85	93	
Connecticut—War Bonds, My '61, (10 or 20yr).....	7,513,692	6	Jan. & July.	71-81	99	Nebraska—(No Account).....	...	...	...	...	...
—Oct. '61, (10 or 20yr).....	...	6	"	72-82	99	Nevada—(No Account).....	...	...	...	...	...
—Nov. 1863.....	...	6	"	1883	99	New Hampshire—War Loan of July 1, 1861.....	1,089,500	6	Jan. & July.	60-78	97	
—My '64, (10 or 20yr).....	...	6	April & Oct.	74-78	...	—of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	84-89	98	
—May 1, 1865, (free).....	...	6	"	1885	...	—of Oct. 1, 1865.....	1,267,000	6	April & Oct.	69-74	98	
—(various) registered.....	867,500	6	Various.	...	...	New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	1869	...
Florida—State Bonds.....	500,000	6	Jan. & July.	1870-86	...	—of 1863 (free).....	1,002,900	6	Jan. & July.	69-104	102	
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	33	—of 1864.....	539,409	6	"	97-102	...	
—(Act March 12, 1866).....	176,000	7	May & Oct.	1870	33	New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110	
—(W. & A. R. R.).....	1,619,000	6	Jan. & July.	1886	...	—	800,000	6	"	1878	...	
—(Atl. and Gulf R. R.).....	734,000	6	Feb. & Aug.	78-86	...	—	1,189,781	6	"	pleas.	...	
Illinois—New Internal Improvement Stock.....	1,635,954	6	Mar. & Sept.	1869	...	—	900,009	5	"	1875	...	
—Interest Bonds.....	996,649	6	Jan. & July.	1870	100	—Canal Stocks.....	2,807,500	6	J. A. J. & O.	1872	110	
—Liquidation Bonds.....	193,400	6	"	1877	100	—	5,726,800	6	"	1873	110	
—Refunded Stock.....	985,900	6	"	1865	...	—	2,250,000	6	"	1874	...	
—Thornton Loan Bonds.....	104,000	6	"	1869	...	—	500,000	6	"	1875	...	
—War Loan Bonds.....	543,200	6	"	1879	109	—	900,000	6	"	1877	...	
—Ill. and Mich. Canal.....(sterling)	792,222	6	"	1870	...	—	2,035,800	6	"	1874	...	
—registered.....	535,367	6	Various.	...	...	—	3,757,000	7	Jan. & July.	1877	...
Indiana—State Stock.....	2,322,925	6	Jan. & July.	1866	98	—Bounty Stock.....	22,186,000	7	"	1877	100	
—War Loan Bonds.....	210,000	6	May & Nov.	1888	...	—	8,511,000	6	J. & J. O. & A.	69-91	47	
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	...	North Carolina—State Bonds.....(old).....	3,059,045	6	"	92-98	23	
—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	...	—(new).....	3,200,000	6	Jan. & July.	1900	...	
Kansas—War Bonds, 1861-67.....	750,000	6	Jan. & July.	76-97	...	—(Chatham R. R.).....	2,439,900	6	Jan. & July.	1898	...	
—Territorial Debt Bonds.....	100,000	6	July.	83-84	100	—(funding).....	2,026,171	6	Jan. & July.	1870	100	
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	71-72	100	Ohio—State Loan (New York).....	1,600,000	6	"	1875	99	
—	389,000	6	May & Nov.	1879	...	—	4,095,309	6	"	1881	100	
—	160,000	6	April & Oct.	69-73	...	—	2,400,000	6	"	1886	104	
—	635,000	6	Various.	80-93	94	—Union Loan (Columbus).....	400,000	6	May & Nov.	1871	...	
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1863	...	Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	...	
—(Railroads).....	2,092,000	6	Various.	69-96	75	—Relief Bonds.....	82,142	7	"	1874	...	
—(Charity Hospital).....	86,000	6	Mar. & Sept.	1872	...	Pennsylvania—State Stocks.....	2,797,910	6	Various.	Duc.	...	
—(Levees).....	1,000,000	6	Various.	1886	74	—	1,642,128	5	Jan. & July.	1870	100	
—(1867).....	2,414,000	6	May & Nov.	1907	...	—	4,724,000	5	Various.	72-82	99	
—(1868).....	3,000,000	6	"	1903	85	—	112,000	4	Jan. & July.	1879	...	
—(Funding).....	494,800	6	Various.	86-88	...	—Inclined Plane Loan.....	400,000	6	April & Oct.	1872	...	
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	69-74	97	—Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1877	103	
—War Loan of 1861.....	171,000	6	Various.	75-78	97	—	7,909,600	6	"	1877	106	
—1863.....	800,000	6	"	1871	98	—	9,273,050	6	"	1882	107	
—1864.....	2,832,500	6	June & Dec.	1889	97	—	910,300	5	"	72-87	...	
—Bounty Loan of 1863.....	476,000	6	Feb. & Aug.	1880	98	—Military Loan.....	2,820,750	6	"	1871	101	
Maryland—Sterling Bonds of 1838.....	802,000	5	J. A. J. & O.	1865	98	Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99	
—converted.....	1,214,580	5	"	89-90	...	—	1,157,000	6	Mar. & Sept.	1882	98	
—	299,000	5	"	1890	96	—	214,000	6	April & Oct.	1883	98	
—	24,000	5	"	1880	...	—	775,000	6	Jan. & July.	1893	99	
—	1,438,428	5	"	70-85	95	—	881,000	6	Feb. & Aug.	1894	97	
—	525,008	5	"	89-90	...	South Carolina—Fire Loan, 1833.....	314,454	6	J. A. J. & O.	1868	...	
—	46,232	5	"	1890	...	—(stg.).....	484,445	6	Jan. & July.	71-90	90	
—	2,040,100	5	"	1883	101	—State House Loans.....	2,385,000	6	"	75-79	90	
—South Relief Loan of 1867.....	100,000	5	"	1873	...	—Blue Ridge R. R.....	1,000,000	6	"	70-90	88	
						—Funding Bonds.....	1,282,971	5	April & Oct.	Var.	...	
						Tennessee—State Bonds.....	1,398,640	5	"	"	...	
						—	289,160	5	"	"	...	
						—	1,706,000	6	Jan. & July.	long.	59	
						—Railroad Loans.....	25,903,000	6	"	Var.	...	
						—Railroad Endorsements.....	2,172,000	6	"	"	49	
						—Funding Bonds.....	4,677,950	6	"	"	...	
						Texas—No legal debt.....	...	...	...	...	...
						Vermont—State Bonds.....	1,026,000	6	June & Dec.	71-78	98	
						—	201,000	6	"	71-78	...	
						—Certificates.....	20,653,962	6	Jan. & July.	long.	72	
						Virginia—State Stock.....	10,963,000	6	"	"	...	
						—	2,331,600	6	"	"	...	
						—Bonds.....	2,880,801	6	"	"	1870	70
						—Funding Stock.....	3,446,000	6	"	"	80-90	...
						—	1,736,380	6	"	Var.	...	
						—Guaranteed Bonds.....	...	...	...	...	...
						West Virginia—No Debt.....	...	...	...	...	...
						Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	77-88	...	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	"	1885	80	Cedar Rapids and Missouri River:						
Allegheny Valley:							1st Mortgage.....	3,580	7	Jan. & July.	New York.	1916	88½
1st Mortgage.....	4,000,000	7.3	April & Oct.	Pittsburg.	1890	....	Central Branch Union Pacific:						
2d Mortgage (floating funded).....	.....	7	"	"	18—	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
Androscooggin:							2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of Georgia:						
Atlantic and Great Western:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage (New York).....	7*	April & Oct.	London.	1879	....	Central of New Jersey:							
1st Mortgage (Pennsylvania).....	7*	"	"	1877	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100	
1st Mortgage (Ohio).....	7*	"	"	1876	....	2d Mortgage.....	900,000	7	May & Nov.	"	1875	94	
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....	New Loan for \$5,000,000.	1,500,000	7	Feb. & Aug.	"	1890	95
1st Mortgage (Buffalo Extension)	7*	April & Oct.	"	1884	....	Central Ohio:							
1st Mortgage (Silver Creek Br.)	7*	March & Sept.	"	1884	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	83	
2d Mortgage (New York).....	7*	April & Oct.	New York.	1881	....	Central Pacific of California:							
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	1882	....	1st Mortgage (on 725 m.) free.....	25,010,000	6*	Jan. & July.	New York.	1895	94	
2d Mortgage (Ohio).....	7*	Jan. & July.	"	1883	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	111½	
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	Convertible bonds.....	1,500,000	7*	"	"	1883	104½
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18—	....	National Loan.....	25,010,000	6	"	"	1895	....
Income Mortgage.....	8,701,806	7*	"	"	18—	....	Charlotte and South Carolina:						
Atlantic and Gulf:							1st Mortgage for \$500,000	334,000	7	Jan. & July.	New York.	1890	62
1st Mortgage Consolidated.....	2,000,000	—	&	New York.	1899	....	Chesaw and Darlington:						
Atlantic and St. Lawrence:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
Portland City Loan (skg fund) .	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½	Chesapeake and Ohio (Va. Cent.):						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	1st Mortgage for \$15,000,000	.....	6*	May & Nov.	New York.	1900	90
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Cheshire:						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'76-'80	94½
Baltimore and Ohio:							Chester Valley:						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51½
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	95	Chicago and Alton:						
Loan of 1850.....	579,500	6	"	"	1880	95	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	96½	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	103
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	"	1883	91½
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	111½
Bay de Noquet and Marquette:							Trust Mortgage, convertible	150,000	8	"	"	1883	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	2d Mortgage.....	941,000	4½	July.	Frankfort.	1890	....
Belleville:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....	Chicago, Cincinnati and Louisv.:						
2d Mortgage.....	16,000	7	"	"	1870	....	1st Mortgage for \$1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Belleville and Snow Shoe:							Chicago and Great Eastern:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Construction.....	400,000	7	April & Oct.	New York.	1896	....
Belvidere Delaware:							Income.....	300,000	7	"	"	1896	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	86	Chicago, Danville and Vincennes:						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1909	95
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81	Chicago, Iowa and Nebraska:						
Blue Ridge, S. Car.:							1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	....
1st Mortgage of \$2,500,000	.....	7	Jan. & July.	Charleston.	1893	....	Chicago and Milwaukee, (45 m.)						
Boston and Albany:							1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Sterling Loans.....	2,051,620	5*	April & Oct.	London.	'69-'71	....	Chicago and Northwestern:						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Prof. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1886	96
Boston, Clinton and Fitchburg.							Funded Coupons.....	755,000	7	May & Nov.	"	1883	88
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	8,594,500	7	Feb. & Aug.	"	1885	94
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	84
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	"	New York.	1870	....	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	94	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
Boston, Hartford and Erie:							Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	"	1916	91
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	53	Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
1st Mortgage (new) for \$20,000,000	.....	7	Jan. & July.	"	1899	42½	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	96
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	95
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	"	1896	91½
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96½	1st Mort. (Chi. & Mil. R. W. 85 m)	1,098,000	7	Jan. & July.	"	1898	91½
Wharf purchase bonds.....	200,000	6	"	"	1879	95½	1st Mortgage (Beloit & Mad. R.)	368,000	7	"	"	1888	....
Buffalo, Bradford and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
Buffalo, Corry and Pittsburg:							1st Mort. (C. R. I. and P. R. R.)	7,375,000	7	"	"	1894	98
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Chillicothe and Brunswick:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82½
Buffalo and Erie:							Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	2d Mortgage (1st Mort. paid)....	1,250,000	7	May & Nov.	New York.	1880	80
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	"	1886	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Buffalo, New York and Erie:							New Mortgage.....	282,000	7	"	"	1877	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	90	Cincinnati and Indiana:						
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83½	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington, Cedar Rapids & Minn.:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	Cincinnati and Indianapolis June:						
Burlington and Missouri River:							1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
Land Grant Mortgage.....	4,690,808	7	April & Oct.	New York.	1893	85½	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	Cincinnati and Martinsville:						
3d Convertible bonds.....	958,545	8	"	"	1894	100	1st Mort. (guar. by I. C. & Laf						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev. & Ash. (L. Shore):							Erie:						
1st Mortgage	\$500,000	7	Jan. & July.	New York.	1874	94	1st Mortgage	\$3,000,000	7	May & Nov.	New York.	1897	100 1/2
2d Mortgage	1,000,000	7	" "	" "	1880		2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85	3d Mortgage	6,000,000	7	" "	" "	1883	88 1/2
Cleveland & Toledo (Lake Shore):							4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
1st Mort. (June R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867		5th Mortgage	926,500	7	June & Dec.	" "	1888	82
1st Mort. (June R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1886	103	Sterling Loan \$800,000	4,844,444	6	March & Sept.	London.	1875	
2d Mortgage (Clev. & Tol.)	1,000,000	7	April & Oct.	" "	1886		Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000	410,000	7	Jan. & July.	New York.	1888		2d Mortgage	700,000	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage	859,000	7	Jan. & July.	" "	1893	
Consol. 1st Mortgage skg fund.	15,000,000	7	April & Oct.	New York.	1908	83 1/2	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	
2d Mortgage	821,000	7	May & Nov.	New York.	1886	100 1/2	1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	
Income Bonds	1,243,000	7	" "	" "	1881		Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897		1st Mortgage	200,000	7	" & "	Providence.	18—	
Consol. 2d Mortgage skg fund.	5,000,000	7	Feb. & Aug.	" "	1900		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed	100,000	6	" & "	Princeton.	18—	
1st Mortgage for \$500,000	248,000	7	March & Sept.	Columbus.	1880		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage	1,520,500	7	" & "	New York.	18—	
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95 1/2	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free	295,000	7	" "	" "	1876-77	100	1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
Connecticut River:							2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98	Georgia:						
Connecting:							Bonds	592,000	7	J. & J.	Augusta.	70-78	
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885		1st Mortgage guaranteed	1,000,000	7	Jan. & July.	New York.	1886	
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds	12,573,661	5 1/2	Jan. & July.	London.	18—	
2d Mortgage	109,500	8	" "	" "	1904		2d Preference Bonds	7,355,986	5 1/2	" "	" "	18—	
Danbury and Norwalk:							3d Preference Stock	3,414,094	4 1/2	" "	" "	18—	
1st Mortgage	100,000	7	Jan. & July.	New York.	1880		4th Preference Stock	25,592,890	4 1/2	" "	" "	18—	
Danv. Urbana, Blooming & Pekin:							Equipment Bonds	2,433,333	6 1/2	April & Oct.	" "	18—	
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds	5,840,000	var	Feb. & Aug.	" "	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881		Government Loan \$573,688	2,782,387	6 1/2	" & "	Ottawa.	18—	
2d Mortgage	642,000	7	March & Sept.	" "	1884		Mortgage Bonds \$615,200	2,983,720	6 1/2	" & "	London.	73-76	
3d Mortgage	700,000	7	April & Oct.	" "	1888		Mortgage Bonds \$547,000	2,652,950	5 1/2	" & "	" "	77-78	
Dayton and Union:							Stock Debentures \$46,700	226,500	5 1/2	" & "	" "	irred.	
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879		Great Western of Illinois:						
2d Mortgage	135,000	7	June & Dec.	" "	1879		1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	108
Income Bonds	252,445	6	" "	" "	1879		1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	
Dayton and Western:							1st Mortgage (General)	1,455,000	7	" "	" "	1888	86
1st Mortgage	275,000	7	March & Sept.	New York.	1882		2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80
2d Mortgage	463,000	6	Jan. & July.	" "	1905		Greenville and Columbia:						
Delaware:							1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89 1/2	Hannibal and St. Joseph:						
Guaranteed Bonds	100,000	6	" "	" "	1875		Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	108 1/2
State Loan	170,000	6	" "	" "	1876		Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Extension Mortgage	100,000	6	" "	" "	1880		Eight per cent. Loan	800,000	8	" "	" "	1874	100
Delaware, Lackawann & Western:							Ten per cent. Loan	1,000,000	10	" "	" "	1872	
1st Mort. (L. & W.) for \$900,000	564,000	7	Jan. & July.	New York.	1871	98	Ten per cent. Loan	500,000	10	" & "	" "	1869	
1st Mort. (East. Ext.) \$1,500,000	1,111,000	7	April & Oct.	" "	1875	100	1st Mort. (Quincy and Palmyra)	500,000	8	" & "	" "	18—	
2d Mort. (General) for \$2,600,000	1,633,000	7	March & Sept.	" "	1875	92 1/2	1st Mort. (Kan. City & Cameron)	1,200,000	10	" & "	" "	1891	108 1/2
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91 1/2	1st Mortgage guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	88
Income Bonds	462,000	7	Jan. & July.	" "	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage	927,000	6	Jan. & July.	New York.	1873	96
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fishkill:						
2d Mortgage	1,000,000	8	" "	" "	1875		1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73 1/2
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875		Hempfield:						
Bonds of June 30, 1886, (cond.)	1,611,689	6	" "	" "	1886		1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.I.)							Housatonic:						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876		1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage	100,000	7	" "	" "	1885	
1st Mortgage	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
2d Mortgage	150,000	7	April & Oct.	" "	1878		1st Mortgage (L.G.) sinking fund	2,600,000	7 1/2	Jan. & July.	New York.	1891	
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886		Hudson River:						
Dubuque and Sioux City:							1st Mortgage	1,336,000	7	Feb. & Aug.	New York.	1870	101 1/2
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95	2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
1st Mortgage (construction)	600,000	7	" "	" "	1894		3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	85
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895		2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	
2d Mortgage, ordinary	450,000	7	" "	" "	1895		Consol. Mortgage	887,045	7	April & Oct.	" "	1895	33
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction	3,955,000	7	April & Oct.	New York.	1875	114
East Pennsylvania:							Construction	437,500	6	" "	" "	1875	
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888		Redemption	2,560,500	6	" "	" "	1890	
East Tennessee and Georgia:							Redemption, sterling	2,424,500	6 1/2	" "	London.	1875	
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882		Illinois and Southern Iowa:						
Tennessee Loan (1866)	430,277	6	" "	" "	1896		1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Mortgage (old)	640,000	6	" "	" "	1880		Indianapolis, Cin. and Lafayette:						
Mortgage (new)	136,400	7	" "	" "	1880		1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
East Tennessee and Virginia:							1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888		Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (1866)	600,000	6	" "	" "	1893		1st Mortgage	1,500,000	7	Jan. & July.	New York.	1889	
Tennessee endorsed bonds	178,000	6	" "	" "	18—		Indianapolis and Madison:						
Eastern:							1st Mortgage	612,000	7	May & Nov.	New York.	1881	
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-72		Iowa River:						
2d Mortgage, (convert. sterling)	420,000	5 1/2	Jan. & July.	London.	1872		1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1885	
2d Mortgage, convertible	735,000	6	Feb. & Aug.	Boston.	1874	97	Jackson, Lansing and Saginaw:						
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	" "	1876		1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96 1/2
Bonds of 1868	500,000	6	March & Sept.	" "	1889	96	Jeffersonville (J. M. & I.):						
Edgfield and Kentucky:							2d Mortgage	397,000	7	April & Oct.	New York.	1873	
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—		Jeffersonville, Madison & Indian:						
Elmira and Williamsport:							1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93 1/2	Joliet and Chicago:						
Income Bonds	570,000	5	April & Oct.	" "	1872	58 1/2	1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Chicago to Winn.)	1,000,000	6 1/2	Jan. & July.	London.	1886	100 1/2	1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	....	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1888	....
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,598,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	4,598,000	8*	"	Mobile.	1882	92
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	1,669,800	6	Jan. & July.	New York.	1891	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67...	388,900	8	May & Nov.	Mobile.	1867	19
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98½	Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....	697,900	8	"	Mobile.	1882	83
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Euflala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	206,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	86½
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	95½
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,000,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,500,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	"	Pittsburg.	1886	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	90½	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	1900-92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	97	2d Mortgage.....	500,000	6	"	New York.	1887	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	95	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	....	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	1888-94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	1911-80	....
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	"	Cincinnati.	1880	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	6*			Boston	....	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '66):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	98	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Louisville, Cincin. and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville and Frankfort:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	1870-78	....	New Haven and Darby:						
Louisville Loan.....	100,000	6	"	"	"	1881	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville and Nashville:							New Haven and Northampton:						
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	1869-77	98	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	1870-76	96	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	"	1870	....	New Jersey:						
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	1868-85	92	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	1876-83	98
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	1886-87	....	New London Northern:						
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	"	1893	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Consolid. 1st mort. for \$8,000,000	2,000,000	7	"	"	1898	90	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Louisville, N. Albany & Chicago:							N. Orleans, Jackson & Gt. North.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	1st Mortgage for \$5,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
Macon and Brunswick:							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	70
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	N. Orleans, Opelousas & Gt. Wtn.						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.) ..	1,842,000	8	April & Oct.	New York.	1889	46
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (C.F. for \$1,000,000 (80m.)	....	8	Jan. & July.	"	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	1900-91	....	Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	91½
\$400,000 Loan.....	307,700	6	June & Dec.	"	1900-71	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	103
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	85
Marietta and Cincinnati:							Bonds for real estate.....	162,000	6	"	"	1888	87
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	91	Bonds and mortgages.....	58,215	7	various.	"	var.	....
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	120
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	70	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	89
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,817,987	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,238,000	7	May & Nov.	"	1880	85	1st Mortgage of 1883.....	3,000,000	7	May & Nov.	New York.	1876	104
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
Memphis and Little Rock:							New York and New Haven:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1876	102½
Mortgage (road and land).....	1,300,000	6	May & Nov.	"	1890	....	New York, Providence & Boston:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	1873-78	95½
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
1st Mortgage, sterling, convertible	500,000	6*	March & Sept.	"	1869	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage, dollars, convertible	1,294,500	6	"	"	1869	113½	1st Mortgage.....	303,000	8	"	"	1877	80
1st Mortgage, dollars, convertible	500,000	6	April & Oct.	"	1882	121½	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
Consol. Sinking Fund Mortgage	4,207,000	6	"	"	1882	....	North Eastern:						
Michigan Southern & North. Ind.							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
1st Mortgage, Sinking Fund.....	5,728,000	7	May & Nov.	New York.	1885	101½	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
2d Mortgage.....	2,695,000	7	"	"	1877	90½	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	92½	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1896	81
Mifflin and Centre County:							2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	....
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	91

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	....
New Loan for \$300,000.....		8	"	"	1887	....	Consolidated Bonds.....	300,000	6	"	"	1896	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) sfg fund	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Series A).....	\$75,000	7	Jan. & July.	New York.	1912	100
Construction bonds.....	124,500	7	"	"	1877	....	1st Mortgage (Series B).....	\$75,000	7	Feb. & Aug.	"	1912	....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	....	1st Mortgage (Series C).....	\$75,000	7	March & Sept.	"	1912	....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	\$75,000	7	April & Oct.	"	1912	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	\$75,000	7	May & Nov.	"	1912	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	1st Mortgage (Series F).....	\$75,000	7	June & Dec.	"	1912	....
Ohio and Mississippi:							2d Mortgage (Series G).....	\$80,000	7	Jan. & July.	"	1912	98
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	90	2d Mortgage (Series H).....	\$80,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, W. Div.....	860,000	7	"	"	1872	....	2d Mortgage (Series I).....	\$80,000	7	March & Sept.	"	1912	....
2d Mortgage, W. Div.....	556,000	7	"	"	1874	....	2d Mortgage (Series K).....	\$80,000	7	April & Oct.	"	1912	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	2d Mortgage (Series L).....	\$80,000	7	May & Nov.	"	1912	....
Consolidated Mort. for \$6,000,000	1,662,000	7	Jan. & July.	"	1898	84	2d Mortgage (Series M).....	\$80,000	7	June & Dec.	"	1912	....
Consolidated Mort. sterling.....	83,420	7	"	London.	1898	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	95
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds..	153,000	7	May & Nov.	"	1876	....
1st Mortgage.....	\$,170,000	7	Jan. & July.	Philadelphia.	1897	78	Placerville and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	95	1st Mortgage.....	525,000	10	"	"	1894	....
Company Bonds.....	458,000	6	April & Oct.	"	1876	93	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	74	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	88
3d Mort. " " "	575,500	8	May & Nov.	Richmond.	1873	83	Raritan and Delaware Bay:						
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	72	1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	74	2d Mortgage.....	250,000	7	"	"	1888	....
Va. State Loan.....	249,962	6	"	"	1887	....	Equipment Bonds, convertible..	296,000	7	"	"	1876	....
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1916	....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Oswego and Syracuse:							1st Mortgage (Bar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
2d Mortgage.....	375,000	7	"	"	1885	....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
Pacific Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	97	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
St. Louis Loan.....	700,000	6	"	"	'71-'73	97	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	72
1st (new) Mortgage.....	7,000,000	6	Feb. & Aug.	New York.	1888	97	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90	....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	....
1st Mortgage, Sterling.....	416,000	7	April & Oct.	London.	1870	....	Rich., Frederickburg & Potomac:						
1st Mortgage, Sterling.....	346,000	7	"	"	1875	....	Company Bonds, sterling.....	67,778	6	Jan. & July.	London.	1875	....
2d Mortgage, Sterling.....	1,150,000	7	Feb. & Aug.	"	1872	....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	....
Patterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	....	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
1st Mortgage endorsed.....	160,000	7	"	"	1877	....	Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	....
1st Mortgage for \$10,000 per m..	1,800,000	7	May & Nov.	N. Y. & Lond.	1899	96	Roanoke Valley (R. & Dan.):						
Penysylvania:							1st Mortgage.....	160,300	7	Feb. & Aug.	Richmond.	'69-'76	....
1st Mort. {	4,972,000	6	Jan. & July.	Philadelphia.	1880	99	Rockford, R. Island & St. Louis:						
2d Mort. { Harriab. to Pittsb. }	2,624,000	6	April & Oct.	"	1875	99	1st Mortgage, convertible, S.F. free	9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1919	96
2d M. stg. {	2,283,840	6	"	London.	1875	99	Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,384,000	7	"	New York.	18—	....
State lien on whole property....	6,232,755	5	April & Oct.	Harrisburg.	1890	....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....	1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	'89	....
1st Mortgage guaranteed.....	2,697,000	7	"	"	18—	91	1st Mort. (Potsdam & Watert.)..	511,500	7	June & Dec.	"	'69-'74	....
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	198
1st Mortgage (Tallahassee R.R.)	208,000	7	"	"	18—	....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60
2d Mortgage.....	255,000	8	"	"	18—	....	Sacramento Valley:						
Peara and Bureau Valley:							1st Mortgage.....	400,000	10	Jan. & July.	New York.	1875	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10	Feb. & Aug.	Sacramento.	1881	....
Peara, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
Perkiomen:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	....
1st Mortgage.....	255,000	6	"	"	18—	....	2d Mortgage (" "						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1890	....	Consolidated Mort.—1st class...	\$722,500	7	Apr. & Oct.	Philadelphia.	1890	....
3d Mortgage.....	71,000	7	— & —	" "	1870	....	" " 2d class...	550,000	7	" " "	" "	1890	....
Seima and Meridian:							" " 3d class...	154,000	7	Jan. & Jul.	" "	1890	....
1st Mortgage.....	79,875	....	— & —	— & —	....	....	" " 4th class...	1,263,000	7	" " "	" "	1890	....
2d Mortgage.....	52,000	....	— & —	— & —	....	....	Virginia and Tennessee:						
3d Mortgage.....	665,000	....	— & —	— & —	....	....	1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	....
Seima Rome and Dalton:							2d Mortgage.....	23,500	6	" " "	" "	1896	64 1/2
1st Mort. (Ala. and Tenn. River)	838,900	7	Jan. & July.	New York.	1872	....	3d Mortgage (Enlarged).....	990,000	6	" " "	" "	1884	63 1/2
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	" "	1884	....	Income Bonds.....	138,500	6	" " "	" "	1895	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....	Funding Bonds (\$1,000,000).....	734,000	8	" " "	" "	1890	76
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
Sheboygan and Fond Lac:							Warwick Valley:						
1st Mortgage.....	284,000	7	Feb. & Aug.	New York.	1884	....	1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
Sioux City and Pacific:							Western Alabama:						
1st Mortgage.....	1,623,320	7	April & Oct.	New York.	1893	....	1st Mortgage, guar.....	600,000	7	April & Oct.	New York.	1888	....
2d Mortgage (Gov. subsidy).....	1,028,320	6	Jan. & July.	" "	1893	....	West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	79
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	" " "	" "	1876	....	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	94
Shore Line (N. H. & N. L.):							2d Mortgage, registered.....	592,000	8	April & Oct.	" "	1878	90
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	....	West Jersey:						
South Carolina:							Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	90 1/2
Sterling Bonds £452,912 1/2.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1896 for \$1,000,000.....	982,500	6	Jan. & July.	" "	1896	....
Sterling Bonds £59,031 1/2.....	292,306	5*	" " "	Charleston.	'71-'85	....	Western (Boston and Albany):						
Domestic Bonds.....	418,016	6	" " "	" "	'73-'74	....	Sterling Loans, £899,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	....
Domestic Bonds.....	563,500	7	April & Oct.	" "	'69-'72	....	Dollar Bonds.....	798,000	6	" " "	Boston.	1875	96
Domestic Bonds.....	353,500	7	Jan. & July.	" "	'88-'91	....	Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. (\$16,000 p.m.) endorsed	....	8	— & —	New York.	1889	....	2d Mort. for \$300,000, end. by B	300,000	6	" " "	" "	1890	80
South Shore:							2d M. for \$300,000, end. by W. Co.	300,000	6	" " "	" "	1890	80
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90 1/2	Western Pennsylvania:						
South Side, Va.:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1'87	....	Western Union:						
2d Mort., guar. by Petersburg	300,000	6	" " "	Petersburg.	'70-'75	63	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
3d Mort. (for City Point R. R.)	175,000	6	" " "	" "	'65-'68	....	Whitehall and Plattsburg:						
4th Mortgage.....	317,000	6	" " "	" "	'70-'72	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
Consol. Mortgage.....	....	8	" " "	New York.	'84-'90	....	Wicomico and Pocomoke:						
South Side, L. I.:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....	Wilm. Charlotte & Rutherford:						
South Western:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	1st Mortgage guar. by State.....	....	8	" " "	" "	1897	94 1/2
South West Pacific:							Wilmington and Manchester:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1888	....
Southern Minnesota:							2d Mortgage, 2d pref.....	146,000	7	" " "	" "	1886	....
1st Mort. (10-20 yrs) \$20,000 p.m.	....	8	Jan. & July.	New York.	1888	....	1st Mortgage, 3d pref.....	628,000	7	" " "	" "	1886	....
Springfield and Columbus:							2d Mortgage.....	80,000	7	May & Nov.	" "	1873	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilmington and Weldon:						
Staten Island:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	" "	1886	....
Sterling Mountain:							Sinking Fund Mortgage.....	608,000	7	Jan. & July.	New York.	1899	69
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	York and Cumberland (N. Cent.):						
Sullivan:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	68
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	2d Mortgage.....	25,000	6	Jan. & July.	" "	1871	....
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880	....	3d Mortgage.....	600,000	6	" " "	" "	1877	....
Syracuse, Binghamton and N. Y.:							CANAL BONDS:						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	Chesapeake and Delaware:						
Summit Branch:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
1st Mortgage.....	528,000	6	— & —	Philadelphia.	18—	....	Chesapeake and Ohio:						
Sussex:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	Sterling, guaranteed.....	4,375,000	5*	" " "	London.	1890	....
Tioga:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	91	Delaware Division:						
Toldeo, Peoria and Warsaw:							1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	62
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	81 1/2	Delaware and Hudson:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1896	78 1/2	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" "	1886	....	1st Mortgage (new).....	1,500,000	7	May & Nov.	" "	1877	....
Toldeo, Wabash and Western:							Delaware and Raritan (See Cam						
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	93	den and						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	" "	1890	....	erie of Pennsylvania:						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	35	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1885	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" " "	" "	1871	....	Interest Bonds.....	161,960	7	" " "	" "	18—	....
Equip'm't Bonds (T. & W. 75m.)	600,000	7	" " "	" "	1883	76	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Consol. M. (T. W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79 1/2	Ill. State bonds, sterling, reg....	500,967	6*	" " "	" "	1870	....
Troy and Boston:							Ill. State bonds, stg. coup. & reg.	32,700	6*	" " "	New York.	1870	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	Lehigh Coal and Navigation:						
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....	1st Loan.....	394,162	6	J. A. J. & O.	Philadelphia.	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	" "	1882	....	2d Loan.....	5,006,122	6	" " "	" "	1894	84 1/2
Troy Union:							3d Loan.....	2,000,000	6	" " "	" "	1897	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Gold Loan.....	5,000,000	6*	June & Dec.	" "	1897	89 1/2
2d Mortgage, guaranteed.....	360,000	6	" " "	" "	1878	....	Convertible Loan.....	1,201,850	6	" " "	" "	1877	77
Union Pacific:							Monongahela Navigation:						
1st Mortgage, free.....	27,111,000	6*	Jan. & July.	New York.	'95-'99	84 1/2	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage (Gov. subsidy).....	27,111,000	6	" " "	" "	'95-'99	....	2d Mortgage.....	67,000	6	" " "	" "	18—	....
Union Pacific—Central Branch:							Morris (and Banking):						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	" "	1895	....	2d Mortgage.....	302,750	6	" " "	" "	1876	70
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	" " "	" "	1885	78
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	North Branch:						
1st Mortgage on 284 miles.....	4,063,000	6*	June & Dec.	" "	1896	....	1st Mortgage.....	580,000	6	May & Nov.	Philadelphia.	1876	....
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	" "	'95-'97	....	Schuylkill Navigation:						
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	" "	1896	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Land Grant Mort. for \$500,000...	381,000	7	March & Sept.	" "	'71-'78	....	2d Mortgage.....	3,980,870	6	Jan. & July.	" "	1882	67 1/2
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	" "	1916	....	Improvement Loan.....	1,001,670	6	May & Nov.	" "	1870	....
Vermont Central:							Susquehanna and Tide Water:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	83	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
2d Mortgage.....	1,500,000	7	" " "	Philadelphia.	1891	40	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1879	55
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'80	100 1/2	Preferred Interest Bonds.....	325,000	6	" " "	" "	1894	....
Vermont and Massachusetts:							Union (Pa.):						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	91 1/2	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
Vermont Valley:							West Branch and Susquehanna:						
1st Mortgage.....	380,000	7	April & Oct.	New York.	1860	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage.....	114,000	6	" " "	Boston.	1860	....	Wyoming Valley:						
3d Mortgage.....	283,200	7	" " "	New York.	1869	....	1st Mortgage.....	600,000	7	Jan. & July.	Philadelphia.	1879	80

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

du service (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil" and running dots (....) signify "not ascertainable."

[illegible]

Dec. 31, 1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and Texas	North Louisiana and 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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "v."

Abstract of General Balance Sheet.																													
Year ending.	Railroad.			Rolling Stock.			Companies.			Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.							
	Main Line.	Branch Line.	2d Track and Sidings.	Engines.	Cars.		Railroad in progress.	Freight.	Pass.	B. M. E.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Tons.	Net.	Dividends.	Par.	P. & C.	Market.	
July 31, 1898	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Dec. 31, 1898	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Sept. 30, 1898	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Oct. 31, 1898	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Nov. 30, 1898	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Dec. 31, 1898	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Jan. 31, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Feb. 28, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Mar. 31, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Apr. 30, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
May 31, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
June 30, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
July 31, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Aug. 31, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Sept. 30, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Oct. 31, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Nov. 30, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Dec. 31, 1899	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Jan. 31, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Feb. 28, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Mar. 31, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Apr. 30, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
May 31, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
June 30, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
July 31, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Aug. 31, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Sept. 30, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Oct. 31, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Nov. 30, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Dec. 31, 1900	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813	208,792	271,624	3,210,000	430,000	384,015	130,224	297 5	333,302	333,302	27,983,324	920,544	342,730	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0	100 0
Jan. 31, 1901	107 5	100 0	6 5	26	20	4	3,710,813	3,710,813																					

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

Years ending.	Length equiv. single track.	Horses a. - Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount out- standing.	Inter- est.	Pay- able.	Princi- pal.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '68	m. 7.37	No. 91	No. 12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	p. c.	\$	100	100	Albany:					
Nov. 30, '68	3.25	12	35	Albany st. Freight (B'ton).Mass.		150,000						100	100	1st Mortgage.....	40,000	7	J. & J.	18	....
Oct. 31, '68	31.00	480	80	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	Bleeker St. & Fulton Ferry:						
Dec. 31, '68	22.00	401	50	Baltimore City.....Md.								100	100	Broadway (Brooklyn):	694,000	7	J. & J.	1872	....
Sept. 30, '68	3.53			Bleeker st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	604,000	40,713	302,566	51,760		100	100	1st Mortgage.....	35,000	7	J. & J.	18	....
Nov. 30, '68	10.76	162	40	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	Broadway and 7th Avenue:	600,000	7	J. & D.	1884	....
Sept. 30, '68	16.00	791	106	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	1st Mortgage.....	80,000	7	J. & J.	18	....
Sept. 30, '68	8.00	10	30	B'dway & 7th Av. (N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	Brooklyn, Bath & Coney I.:						
Sept. 30, '68	74.00	1420	291	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,588	24,517	Loss.		100	100	1st Mortgage.....	300,000	7	J. & J.	1872	....
Sept. 30, '68	11.00	201	43	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	233,938	12.0	100	100	Brooklyn City & Newtown:	300,000	7	J. & J.	1875	....
Sept. 30, '68	6.50	40	12	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	1st Mortgage.....	200,000	7	J. & J.	1875	....
Sept. 30, '68	4.28	4	30	B'klyn, Prosp. P. & Flatb. N.Y.	434,600	254,600	300,000	1,487				100	100	Brooklyn, Prosp. P. & Flatb.:	300,000	7	M. & N.	1878	....
Sept. 30, '68	15.21	197	53	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	Brooklyn & Rockaway B'ch:	45,000	7	J. & J.	18	....
Sept. 30, '68	7.85			Buffalo street.....N.Y.	318,909	56,300	186,000	109,500	99,734	17,427		50	50	1st Mortgage.....	186,000	7	J. & D.	1881	....
Nov. 30, '68	28.52			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	Cambridge (Boston):						
Sept. 30, '68	1.76	39		Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	80,058	9.0	100	100	1st Mortgage.....	150,000	6	J. & J.	1883	92		
Sept. 30, '68	36.00	561	149	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	Central Park, N. & E. River:	626,000	7	J. & J.	1874	....
Dec. 31, '68	9.20			Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	1st Mortgage.....	626,000	7	J. & J.	1874	....
Oct. 31, '68	7.25	200	37	Cincinnati street.....O.								100	100	Citizens' (Pittsburg):	56,300	7	J. & J.	1870	....
Oct. 31, '68	9.00	146	30	Citizens' (10th & 11th sts.) (Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19	1st Mortgage.....	218,000	7	J. & J.	1873	....
Oct. 31, '68	6.50			Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	Coney Island and Brooklyn:						
Oct. 31, '68	14.83	236	18	City Passenger (Cin.).....O.								100	100	1st Mortgage.....	218,000	7	J. & J.	1873	....
Sept. 30, '68	22.89	792	116	Coney Island (Brooklyn) N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	D. Dock, E. B'dw. & Battery:	700,000	7	J. & J.	18	....
Sept. 30, '68	3.50			Dunkirk and Fredonia.....N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	1st Mortgage.....	203,000	7	J. & J.	18	....
Oct. 31, '68	1.63	10	3	Dunkirk and S. Easton.....Pa.	42,605	34,815		2,448	8,721	3,443		25	25	1st Mortgage.....	203,000	7	J. & J.	18	....
Sept. 30, '68	18.00	872	160	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		100	100	1st Mortgage.....	100,000	7	var.	var.		
Dec. 31, '68	8.00	62	9	Elighth Avenue (N.Y. City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	1st Mortgage.....	100,000	7	J. & J.	1870	85	
Sept. 30, '68	1.74			Fairhaven and Westville.....Conn.	152,917	150,000						100	100	1st Mortgage.....	30,000	7	J. & J.	18	....
Oct. 31, '68	15.38	387	50	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	1st Mortgage.....	30,000	7	J. & J.	1873	....
Oct. 31, '68	16.37	298	40	12d st. & Gr'd st. F. (N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	Real Estate.....	100,000	7	var.	var.		
Oct. 31, '68	3.25	16	6	Frankford & Southwark (Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	Frankford and Southwark:	200,000	7	J. & J.	1869	....
Oct. 31, '68	34.25	356	61	Genesee & Water st. (Syr.)N.Y.	54,200	42,500	9,000	400	8,653	159		100	100	1st Mortgage.....	350,000	7	J. & J.	1874	....
Oct. 31, '68	5.40	125	25	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,044	37.4	50	15	1st Mortgage.....	100,000	7	J. & J.	1870	85	
Sept. 30, '68	5.50	92	15	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	1st Mortgage.....	100,000	7	J. & J.	1870	85	
Oct. 31, '68	5.09	224	42	Gr'd st. & Newtown (B'k'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	1st Mortgage.....	30,000	7	J. & J.	18	....
Sept. 30, '68	10.00	122	25	Green and Coates st. (Phila.)Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	1st Mortgage.....	30,000	7	J. & J.	18	....
Oct. 31, '68	2.14	18	6	Greenpoint & Wmbg. (B'k'n)N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	1st Mortgage.....	30,000	7	J. & J.	18	....
Dec. 31, '68	9.00	19	6	Harlm. Br. Morr. & F'dham.N.Y.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	1st Mortgage.....	130,000	7	J. & J.	1877	....
Oct. 31, '68	13.17	345	78	Hartford & Wethersfield. Conn.	180,000	180,000						100	100	1st Mortgage.....	165,700	7	J. & J.	1874	....
Dec. 31, '68				Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	1st Mortgage.....	74,000	7	M. & N.	1878	....
Dec. 31, '68				Hoboken and Hudson City.N.J.										1st Mortgage.....	74,000	7	M. & N.	1878	....
Sept. 30, '68	2.50			Hoboken and Weehawken.N.J.										1st Mortgage.....	74,000	7	M. & N.	1878	....
Dec. 31, '68	10.47			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	1st Mortgage.....	62,500	7	J. & J.	1873	75	
Sept. 30, '68	3.56	28	9	Jersey City & Bergen Point.N.J.										1st Mortgage.....	62,500	7	J. & J.	1873	75	
Oct. 31, '68	5.20	113	21	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3	100	100	1st Mortgage.....	50,000	6	J. & J.	1872	....
Nov. 30, '68	4.03	48	9	Lombard and South st. (Ph.)Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	1st Mortgage.....	50,000	6	J. & J.	1872	....
Nov. 30, '68	12.50	201	32	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	1st Mortgage.....	52,600	6	A. & O.	1890	....
Nov. 30, '68	3.60			Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	1st Mortgage.....	191,900	7	J. & J.	1878	....
Nov. 30, '68	1.00			Malden and Melrose (B'n).Mass.	60,246	52,600			24,472			100	100	1st Mortgage.....	96,500	6	J. & D.	18	87	
Nov. 30, '68	3.08			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	1st Mortgage.....	167,000	7	J. & J.	18	....
Nov. 30, '68	5.11	37	6	Medford & Charleat. (B'n).Mass.	27,500	21,000	6,500					100	100	1st Mortgage.....	167,000	7	J. & J.	18	....
Sept. 30, '68	6.00	58	13	Merimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	1st Mortgage.....	167,000	7	J. & J.	18	....
Nov. 30, '68	42.56	791	156	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	101,900	7,000	34,108	6,299		100	100	1st Mortgage.....	167,000	7	J. & J.	18	....
Nov. 30, '68	7.42	254	47	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	136,284	10.9	100	100	1st Mortgage.....	167,000	7	J. & J.	18		

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,019,000	7	...	...
Atlantic and St. Lawrence* guar.	2,404,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	...
Berkshire,* guaranteed.	600,000	7	7	...
Blossburg and Corning.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	...
Buffalo, N. York and Erie,* guar.	950,000	7	7	...
Camden and Atlantic, pref.	600,000	7	7	...
Catawissa,* pref. and guar.	2,200,000	7	7	...
Cayuga and Susquehanna,* guar.	589,110	9	...	...
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	3	...
Central Ohio, preferred.	400,000	7	7	...
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred.	2,017,815	7	3	...
Chicago and Alton, pref.	2,425,400	7	10	114
Chicago and Iowa, pref.	2,000,000	10	...	...
Chicago and Northwestern, pref.	18,159,097	7	10	85
Cleveland and Mahoning,* guar.	2,056,000	7	7	...
Cleveland and Toledo,* guar.	6,250,000	3	3	...
Cochecho, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	85
Cumberland Valley, 1st pref.	241,000	8	8	114
" 2d pref.	242,000	8	8	...
Delaware,* guaranteed.	504,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.),* guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	80	...
Erie, preferred.	4,536,910	7	7	43
Hannibal and St. Joseph, pref.	6,253,836	7	10	109
Harrisburg and Lancaster,* guar.	1,182,550	7	7	...
Huntington, preferred.	1,180,000	4	84	...
Huntington & Broad Top Mountain, preferred.	190,750	7	3	...
Joliet and Chicago,* guar.	1,500,000	7	7	...
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Kawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington,* guar.	2,646,100	7	7	...
Little Schuylkill,* guar.	...	...	...	...
Louisville, Cincinnati and Lexington, preferred.	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	18	...
" 2d pref.	4,051,744	6	8	...
Manchester and Lawrence.*	1,000,000	9	...	...
Michigan Southern, guaranteed.	586,800	10	10	...
Mill Creek and Mine Hill,* guar.	323,875	10	10	...
Milwaukee and P. du Chien, 1st pref.	...	8	8	...
" 2d pref.	9,744,268	7	7	72
Milwaukee and St. Paul, preferred.	3,775,000	8	8	...
Mine Hill and Schuylkill Haven,* guaranteed.	282,250	12	12	...
Mount Carbon & Ft. Carbon,* guar.	1,344,000	2	...	...
New Haven and Northampton.*	1,500,000	8	8	...
New York and Harlem, pref.	1,000,000	6	144	...
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	...
North Eastern (S. C.), preferred.	155,000	8	8	...
Ordensburg and L. Champlain, pref.	1,037,000	8	8	...
Ohio and Mississippi, pref.	3,500,000	7	7	108
Pateron and Hudson,* guar.	630,000	8	8	70
Pateron and Ramapo,* guar.	248,000	5	...	...
Peteron and Bureau Valley,* guar.	1,200,000	6	...	...
Philadelphia and Erie,*	6,996,700	10	...	...
Philadelphia and Reading, pref.	1,551,800	10	...	...
Philadelphia and Trenton,* guar.	1,099,120	10	...	...
Pittsfield and North Adams,* guar.	450,000	6	6	...
Port. & Kennebec (Yarmouth) guar.	202,400	6	6	...
Portland, Sag. & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord.*	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley.*	567,500	7	7	...
Rutland, preferred.	...	7	7	...
St. Louis, Alton and T. H. pref.	2,040,000	7	60	...
St. Louis and Cincinnati, pref.	445,596	6	34	...
Schuylkill Valley,* guar.	576,050	5	5	...
Shamokin Valley & Pottsville,* guar.	869,450	5	5	...
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	...
" (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.	274,000	7	7	...
Vermont and Canada,* guar.	2,500,000	8	8	...
Warren,* guar.	1,408,300	7	7	...
White Mountains,* guar.	200,000	5	5	...
Wrighter, York & Gettysburg,* pref.	317,050	2	...	...
SEABOARD STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	...
Morris, preferred.	1,175,000	10	65	...
Schuylkill Navigation, pref.	2,888,997	6	31	...
Union, preferred.	...	6	...	...

MISCELLANEOUS STOCKS:
 Cumberland Coal, pref.
 Marietta Mining, pref.

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton.33 — @ 37 —
 Pig, American, No. 1.....33 — @ 35 —
 Pig, American, No. 2.....33 — @ 33 —
 Pig, American, Forge.....30 — @ 31 —
 Bar, Refined, English and American.....@ 82 50
 Bar, Swedes, assorted sizes.....(gold).85 — @ 97 50

Bar, Swedes, ordinary sizes..Less 5 per ct.120 — @ 130 —
 Bar, Refined....." 80 — @ 82 50
 Bar, Common....." 77 50 @ 80 —
 Scroll....." 110 — @ 115 —
 Ovals and Half-round....." 100 — @ 115 —
 Band....." 100 — @ —
 Horse Shoe....." 102 50 @ —
 Rods, 1½ to 3½ inch....." 87 50 @ 130 —
 Hoop....." 110 — @ 150 —
 Nail Rod.....Less 5 per ct.120 — @ 130 —
 Sheet, Russia, as to No.'s.....(gold) 11 — @ 12 —
 Sheet, Single D. and T. Common.....4 — @ 6 —
 Rails, English.....(gold) per ton. 58 — @ 58 50
 Rails, American, at Works in Penna., c'y. 70 — @ 77 —
 Anvils, Eagle.....per lb. 9 — @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)
 English, Cast, (2d and 1st quality) per lb. — 16 @ — 20
 English Spring (2d and 1st quality).....7 @ — 10
 English Blister (2d and 1st quality).....11 @ — 18
 English Machinery.....11½ @ — 14
 English German (2d and 1st quality).....13 @ — 15
 American Blister "Black Diamond".....@ — 12
 American, Cast, Tool, do.....@ — 18
 American, Spring, do.....9 @ — 12
 American Machinery do.....@ — 12
 American German do.....10 @ — 12

NAILES—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½, 5 cents per lb. (Cash.)
 Cut, 4d. @ 10d.....per 100 lb. 4 37½ @ 4 50
 Clinch.....@ — @ —
 Horse Shoe, Forged (No. 6 to 9).....per lb. 23 @ — 29
 Copper.....38 @ — 22

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Tinned Plates, 25 per cent. ad val.
 Banca.....(gold) per lb. — 33½ @ — 34
 Straits.....(gold).....32½ @ — 32
 English.....(gold).....30½ @ — 31
 Plates—Fair to good brands.....(Gold).....Currency.
 I. C. Charcoal.....per box. 8 25 @ 8 50 9 75 @ 10 —
 I. C. Coke.....7 00 @ 7 50 8 52 @ 8 —
 Coke Terne.....5 75 @ 6 — 6 75 @ 7 25
 Charcoal Terne.....7 37½ @ 8 — 8 75 @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.
 Crude, 40 @ 47 gravity (in bulk).....per gall. — 14½ @ — 15
 Crude, 40 @ 47 gravity (in shipping order).....19½ @ — 20
 Refined, in bond, prime L. S. to W. (110 @ 115 test).....26 @ — —
 Refined, Standard White (in ship's order).....26½ @ — —
 Refined, prime White (in shipping order).....27½ @ — 30
 Refined, S. W. (in merchantable order).....34½ @ — —
 Naptha, Refined, (60 @ 65 gravity).....@ — @ 10
 Residium.....per bbl. 4 50 @ 4 62½

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished, Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.
 (Single Thick.)
 Sizes.
 1st. 2d. 3d. 4th.
 A. B. C. D.
 6 by 8 to 7 by 9.....\$7 75 \$7 00 \$6 50 \$6 00
 8 by 10 to 10 by 15.....8 25 7 50 7 00 6 50
 11 by 14 to 12 by 18.....9 75 9 00 8 00 7 00
 14 by 18 to 16 by 24.....10 50 9 50 8 50 7 50
 18 by 22 to 18 by 30.....12 25 11 25 10 00 8 00
 20 by 30 to 24 by 30.....15 00 13 75 11 50 9 00
 24 by 31 to 24 by 36.....16 50 15 00 12 50 10 00
 25 by 36 to 30 by 44.....17 50 16 00 14 50 12 50
 30 by 46 to 32 by 48.....20 00 18 00 15 50 13 50
 32 by 50 to 32 by 56.....22 00 20 00 17 00 14 50
 Above.....25 00 25 00 20 00 16 00

(The above subject to a discount of 55¢ @ 60 per cent.)
 French Window—1st, 2d, 3d and 4th qualities.
 (Single Thick.) (New List, Aug. 20th.)
 6 by 8 to 8 by 10.....(4 qts.).....per 50 feet.10 — @ 7 75
 8 by 11 to 10 by 15.....(4 qts.).....10 50 @ 8 —
 11 by 14 to 12 by 18.....(4 qts.).....12 — @ 9 25
 14 by 18 to 16 by 24.....(4 qts.).....12 50 @ 9 75
 18 by 22 to 18 by 30.....(4 qts.).....13 — @ 10 50
 20 by 28 to 24 by 30.....(4 qts.).....18 50 @ 12 —
 26 by 24 to 24 by 36.....(4 qts.).....18 50 @ 12 50
 26 by 34 to 26 by 40.....(3 qts.).....21 50 @ 16 —
 28 by 38 to 28 by 44.....(3 qts.).....22 — @ 16 50
 28 by 46 to 30 by 48.....(3 qts.).....22 — @ 17 —
 30 by 50 to 32 by 52.....(3 qts.).....24 50 @ 18 —
 32 by 54 to 34 by 56.....(3 qts.).....24 50 @ 19 50
 34 by 58 to 34 by 60.....(3 qts.).....30 — @ 22 —
 36 by 60 to 40 by 60.....(3 qts.).....36 — @ 28 —
 (Subject to a discount of 55¢ @ 60 per cent.)
 English sells at 40¢ @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 16.

	Th. 10.F.11.Sat.12.	M.14.Tu.15.W.16.
Canton Co.....	62½	61½
Central Pacific 6s.....	94½	94½
Central of N. Jersey.....	103½	103½
Chicago & Alton.....	113½	113½
.. pref.....	114	114
.. 1 M.....	103	103
.. S. F.....	103	103
.. Inc. bds.....	103	103
Chicago, Burl. & Q.....	84	84
Chi. & Gt. Eastern 1st m.....	84	84
Chic. & Northwestern.....	73½	71½
.. pref.....	87	86½
.. 1st M.....	96	94
.. S. F.....	96	91
.. Consol.....	96	91
Chic. Rock Isl. & Pac. 110s.....	118½	118½
Chicago & R. I. 7s, 1870.....	97	98
Chl. R. I. & Pa. 7s, 1896.....	97	98
Clev., Col. C. and Ind. 74½	99	98½
Clev. & Pittsburg.....	98½	97½
.. 2 M.....	75	75
.. 3 M.....	75	75
.. 4 M.....	75	75
Clev. and Toledo.....	75	75
.. S. F. 7s.....	103	103
Col., Chl. & Ind. C.....	20	19½
.. 1 M.....	83½	84
.. 2 M.....	83½	84
Cumberland Canal pref. 29	28	28
Del. & Hudson Canal.....	117	116½
Del. Lack. & Western 102	102½	102½
.. 1 M. 7s.....	102½	102½
.. 2 M. 7s.....	102½	102½
Dubuque & Sioux City 109	109	108½
Erie Railway.....	25	24½
.. pref.....	42½	43
.. 1 M. 7s, 1897.....	92½	92½
.. 2 M. 7s, 1879.....	92½	92½
.. 3 M. 7s, 1883.....	88½	88½
.. 4 M. 7s, 1880 87	87½	87½
.. 5 M. 7s, 1888 82	87½	88
Great Western 2d mort. 79½	80	79½
Hannibal & St. Joseph 107	106½	105½
.. pref. 106½	106½	106½
Hudson River.....	106½	106½
.. 1 M. 7s, 1869.....	106½	106½
.. 2 M. S. F.....	106½	106½
.. 3 M. 7s, 1875.....	106½	106½
Illinois Central.....	141	143½
.. bond.....	141	143½
Lake Shore & Mich. S'th. 86½	87½	86½
Lake Shore Div. bonds.....	87½	86½
Marietta & Cin. 1st pref.....	18	16½
.. 2d pref.....	8	8
Michigan Central.....	120	119½
.. S. F. 8s, 1882.....	120	119½
.. conv. 8s, '60.....	120	119½
M. S. and N. I. M. S. F.....	98	101½
.. 2 M.....	98	101½
Mariposa Mining Co.....	19	20
.. pref.....	19	20
.. Tr. 10s cts. 48	50	50
Milw. and St. Paul.....	62½	61½
.. pref.....	75	74
.. 1st mort.....	93	93
.. 2d mort.....	85	85
.. 8s.....	93	93
.. 7 3-10s con. 91	92	92
Missouri 6s.....	93	93
.. H. & St. J. Iss.....	93	93
Morris and Essex.....	90	91
.. 1st mort.....	101½	101½
.. 2d mort.....	95	95
New York Central.....	95	95
.. 7s, S. F. 1876.....	95	95
.. 7s, conv. 1875.....	95	95
.. 6s, S. F. 1883.....	95	95
.. 6s, S. F. 1887.....	95	95
N. Y. Cen. & Hud. Riv. 96½	97½	97½
.. certificates 94½	95	95
N. York and Harlem.....	143	144
.. 1 M. 7s, 1875.....	143	144
N. Carolina 6s.....	47	47
.. new.....	22	22
Ohio and Mies.....	29	29
.. pref.....	70	70
.. 1st M.....	90	90
Pacific Mail S. S. Co. 36½	37½	36½
Panama.....	97½	96½
Phila. and Reading.....	96	96
Pitts. Ft. W. & Chi. gtd. 93	93	93
.. 1 M.....	106½	106½
.. 3 M.....	97½	95
Quicksilver Mining Co. 12½	12	11½
St. L. Alton & T. H.....	37½	37
.. pref.....	63	64
.. 1 M.....	95	95
.. 2 M. pref.....	84	84
.. Income bds.....	80	80
Tennessee 6s.....	58	59
.. new.....	50	50
Tol. Wab. & Western.....	44	45
.. pref.....	73	73
.. 1 M. ex.....	93	93
.. 2 M.....	85	85
.. Equipment.....	85	85
Union Pacific 1st mort. 85	85	85
Virginia 6s, ex-coupon.....	74	71
.. new.....	72	70

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 12.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
FEDERAL STOCKS:						
U. S. 5s, 1871, reg.	106	106	106	106	106	106
U. S. 5s, 1871, coup.	106	106	106	106	106	106
U. S. 5s, 1874, reg.	106	106	106	106	106	106
U. S. 5s, 1874, coup.	106	106	106	106	106	106
U. S. 5s, 10-40s, coup.	106	106	106	106	106	106
U. S. 5s, 10-40s, reg.	105	105	106	106	106	106
U. S. 6s, 1881, reg.	114	114	114	114	114	114
U. S. 6s, 1881, coup.	114	115	114	115	114	114
U. S. 6s, '81, O.W.L.y.	109	109	109	109	109	109
U. S. 6s, 1881, y.	109	109	109	109	109	109
U. S. 6s, 5-20s reg. '62	111	111	111	111	111	111
U. S. 6s, 5-20s, c. 1862. 109	109	109	110	108	108	108
U. S. 6s, 5-20s, reg. '64	110	110	110	110	110	110
U. S. 6s, 5-20s, c. 1864. 109	110	110	109	109	109	109
U. S. 6s, 5-20s, reg. '65	110	110	109	109	109	109
U. S. 6s, 5-20s, c. 1865. 109	110	110	109	109	109	109
U. S. 6s, 5-20s, r. n. '65. 107	109	107	107	107	107	107
U. S. 6s, 5-20s, c. n. '65. 108	109	108	108	108	108	108
U. S. 6s, 5-20s, reg. '67. 108	109	108	108	108	108	108
U. S. 6s, 5-20s, c. 1867. 109	109	109	109	109	109	109
U. S. 6s, 5-20s, reg. '68	110	110	109	109	109	109
U. S. 6s, 5-20s, c. '68	110	110	109	109	109	109
U. S. 6s, Pac.R. R. issue. 111	112	112	112	112	112	112

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Catawissa						
.. preferred .. 34	34	34	34	34	34	34
Camden and Amboy .. 115	115	115	114	114	114	114
.. 6s, 1870 .. 84	84	84	84	84	84	84
.. 6s, 1875 .. 84	84	84	84	84	84	84
.. 6s, 1883 .. 85	85	85	85	85	85	85
.. 6s, 1889 .. 85	85	85	85	85	85	85
.. mort. 6s, '89 .. 93	93	93	93	93	93	93
Elmira & Williamsport .. 40	40	40	40	40	40	40
.. pref. .. 40	40	40	40	40	40	40
Lehigh Navigation .. 30	30	31	31	31	31	31
.. 6s, 1884 .. 84	84	84	84	84	84	84
.. Gold L. .. 90	90	90	89	90	90	90
.. R. R. L. .. 90	90	90	90	90	90	90
Lehigh Valley R. R. .. 54	54	54	54	54	55	55
.. 6s new coup 93 .. 95	95	95	95	95	95	95
.. 6s new reg. .. 97	97	97	97	97	97	97
Little Schuylkill R. R. .. 78	78	78	78	78	78	78
.. 6s .. 51	51	51	51	51	51	51
Minehill .. 51	51	51	51	51	51	51
Morris Canal .. 65	65	65	65	65	65	65
.. pref. .. 65	65	65	65	65	65	65
.. 6s, 1876 .. 89	89	89	89	89	89	89
North Pennsylvania .. 36	36	36	36	36	36	36
.. 6s, 1880 .. 91	91	91	91	91	91	91
.. 7s .. 89	89	89	89	89	89	89
.. 10s, 1887 .. 89	89	89	89	89	89	89
Northern Central .. 48	48	48	48	48	48	48
Pennsylvania R. R. .. 57	57	57	56	56	56	56
.. 1st M. .. 99	99	99	99	99	99	99
.. 2d M. .. 99	99	99	99	99	99	99
Penn. State, 6s, 1st series .. 103	103	103	103	103	103	103
.. 6s, 2d series .. 106	106	106	106	106	106	106
.. 6s, 3d series .. 107	107	107	107	107	107	107
.. 6s, W. L. .. 101	101	101	101	101	101	101
Philadelphia City, 6s .. 100	100	100	100	100	100	100
.. new .. 101	101	101	101	101	101	101
Philad. Germ. & Nor. .. 77	77	77	77	77	77	77
Phila. & Reading .. 48	48	48	48	48	48	48
.. 7s, 1893 .. 27	27	27	27	27	27	27
Philadelphia and Erie .. 27	27	27	27	27	27	27
.. 6s .. 87	87	87	87	87	87	87
Schuylkill Navigation .. 87	87	87	87	87	87	87
.. pref. .. 87	87	87	87	87	87	87
.. 6s, 1882 .. 57	57	57	57	57	57	57
.. 6s, 1876 .. 57	57	57	57	57	57	57
.. 6s, 1872 .. 57	57	57	57	57	57	57
Susq. Canal .. 46	46	46	46	46	46	46
.. 6s, 1878 .. 46	46	46	46	46	46	46
Union Canal, pref. .. 46	46	46	46	46	46	46
.. 6s, 1878 .. 46	46	46	46	46	46	46
Hestonville, (Horse) .. 38	38	38	38	38	38	38
Chestnut & Wal. .. 25	25	25	25	25	25	25
Green & Coates .. 25	25	25	25	25	25	25
2d and 3d streets .. 25	25	25	25	25	25	25
Spruce and Pine .. 25	25	25	25	25	25	25
13th and 15th sts. .. 25	25	25	25	25	25	25

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Baltimore City 6s, 1875 .. 94	94	95	95	95	95	95
.. 1886 .. 95	95	95	95	95	95	95
.. 1890 .. 95	95	95	95	95	95	95
.. 1884 .. 95	95	95	95	95	95	95
Balt. and Ohio .. 129	129	129	129	129	129	129
.. bonds, 1876 .. 95	95	95	95	95	95	95
.. 1880 .. 95	95	95	95	95	95	95
.. 1885 .. 95	95	95	95	95	95	95
Marietta & Cin. 1st M. .. 90	90	90	90	90	90	90
.. 2d M. .. 70	70	70	70	70	70	70
Northern Central .. 49	49	49	49	49	49	49
.. bonds, 1885 .. 87	87	87	87	87	87	87
.. 1900 .. 87	87	87	87	87	87	87
N. W. Va. 1st mort. .. 87	87	87	87	87	87	87
.. 2d mort. .. 87	87	87	87	87	87	87
.. 3d mort. .. 87	87	87	87	87	87	87
City Passenger R. R., 17 .. 17	17	17	17	17	17	17

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Boston and Albany .. 142	141	141	141	141	141	141
Boston and Lowell .. 146	146	146	146	146	146	146
Boston and Maine .. 140	140	140	140	140	140	140
Boston and Providence .. 140	140	140	140	140	140	140
Boston, Hartford & Erie .. 51	51	51	51	51	51	51
.. 7s, new .. 41	42	43	44	43	43	42
Cheshire, pref. .. 88	89	88	88	88	88	88
Concord .. 82	82	82	82	82	82	82
Connecticut River .. 115	115	115	115	115	115	115
Eastern .. 133	132	132	132	132	132	132
Fitchburg .. 133	132	132	132	132	132	132
Manchester & Law're .. 119	119	119	119	119	119	119
Michigan Central .. 119	119	119	119	119	119	119
Northern, N. H. .. 81	80	80	80	80	80	80
Ogdens & Lake Cham .. 81	80	80	80	80	80	80
.. pref. .. 108	107	107	107	107	107	107
Old Colony & Newport .. 94	94	94	94	94	94	94
Ph. Wil. & Baltimore .. 51	51	51	51	51	51	51
Portl'd, Saco & Ports .. 102	103	103	102	102	102	102
Union Pacific 6s .. 84	84	84	82	84	84	84
.. Land Grant 7s .. 70	70	70	71	71	71	71
Vermont & Canada .. 102	102	102	102	102	102	102
Vermont & Mass. .. 60	59	59	59	59	59	59
South Boston (Horse) .. 66	66	66	66	66	66	66
Cambridge .. 78	78	78	78	78	78	78
Metropolitan .. 66	66	66	66	66	66	66
Middlesex .. 78	78	78	78	78	78	78
Central Mining Co. .. 5	5	5	5	5	5	5
Copper Falls .. 5	5	5	5	5	5	5
Franklin .. 15	15	15	15	15	15	15
Huron .. 15	15	15	15	15	15	15
Isle Royale .. 15	15	15	15	15	15	15
National .. 15	15	15	15	15	15	15
Minnesota .. 15	15	15	15	15	15	15
Pewabic .. 15	15	15	15	15	15	15
Pittsburg .. 15	15	15	15	15	15	15
Quincy .. 15	15	15	15	15	15	15

London Stock Exchange.

	Closing Feb. 25.	Prices Feb. 18.
Atl. & Gt. West. N. Y. sec. 7 per ct.	60	70
1st mort., 1880 .. 60	60	60
Do. do., 2d mort., 1881 .. 60	60	60
Do. Penn., 1st mort., 1877 .. 60	60	60
Do. do., 2d mort., 1882 .. 60	60	60
Do. Consol. 7 per cent. mort. 1890 .. 29	30	28
Detroit and Milwaukee 1st mort. 7s .. 67	69	66
Do. 2d mort. 8 p. c. .. 67	69	66
Erie shares 100 dol. all paid .. 22	22	21
Do. sterig. 6 p. c. convertible bonds .. 66	70	64
Do. 3d mort. 7 p. c. 1883 .. 65	70	65
Illinois Central, 6 per cent., 1875 .. 101	103	101
Do. Redemption mort. bonds 6 p. c. 101 .. 101	103	101
Do. 7 per cent., 1875 .. 111	112	110
Do. 100 dol. shares, all paid .. 74	78	74
Marietta and Cin. R. R. bonds 7 p. c. .. 90	100	90
New York Central, 100 dols. shares .. 105	107	105
Penn. R. R. bonds, 2d mort. 6 p. c. .. 95	97	95
Do. General mort. 6 p. c. 1910 .. 87	89	86
Philadelphia and Erie 1st mort. 1881 .. 89	90	89
Do. with option to be paid in Phila. .. 89	90	89

American Railroad Journal.

Saturday, March 19, 1870.

Stock Exchange and Money Market.

Though the city banks have reported, as the result of the week's business, a loss of about 3¼ millions of deposits, nearly ¾ths of a million of legal tender notes, and 2½ millions of specie, the supply of Money available to responsible borrowers nearly all through the week has been more than equal to their requirements, and ease in rates has been the rule, call loans having been quoted at from 4@6; and strictly prime to good discounts at from 7@8½ per cent. per annum. There has been no notable pressure for accommodation from any source. The speculative demand has been urgent. The mercantile inquiry has been somewhat brisker, but not difficult to meet. There has been a very moderate outflow of currency reported. The Government sold a million of Gold, for currency, during the week. It disbursed a little over half a million of coin interest. The customs revenue of the port exceeded 2½ millions. The U. S. Sub-Treasury cut down its general balance slightly during the week. It held on Wednesday morning a currency balance of 5½ millions, against 5¼ millions the preceding Wednesday. The general balance on Wednesday

stood at \$81,303,476, against \$81,693,682, a week earlier.

The specie reserve of the city banks according to the latest return is \$33,399,035, against \$17,358,071 same time last year. The city bank deposits are now \$209,831,225, against \$180,484,458 week ending March 13, 1869. The legal tender reserve amounts to \$53,302,004, against \$49,639,025 same time last year. The circulation now stands at \$33,835,739, against \$24,690,445 same time last year. The loans are now \$268,140,603, against \$261,669,695 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$91,336,000 a day, against a daily average of \$100,530,417 the preceding week, and \$91,917,000 the week ending with Feb. 27, 1870. The current week's exchanges average about 87½ millions a day. The city banks, last week, reported a loss of \$2,499,358 of specie, \$3,217,116 of deposits, and \$763,929 of legal tender notes. They reduced their loans, \$403,609; and increased their circulation, \$51,797.

National Bank notes to the amount of \$279,320 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to \$321,895,051, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$22,202,102, leaving, with the existing 1,614 banks, (having an aggregate capital of \$426,399,151,) an actual circulation at this date, of \$299,692,949. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,364,350; and for the public deposits, \$17,483,500—making a total of \$359,847,850. The Treasury Department last week redeemed and destroyed \$635,500 of worn and mutilated fractional currency, and issued \$329,206 of new.

The U. S. Sub-Treasury receipts, week ending with March 12, were \$3

504,720 of coin certificates, received for customs.

Government revenues have been yielding quite encouragingly, since our last. The excises, during the week yielded about 3½ millions; customs at the port of New York, \$2,653,720, and at the outports about \$870,000 (in coin) more, making the grand total income for the week equal to about \$7,501,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 120 millions.

Gold has been moderately active. The main dealings have been on speculative account. Rather more confidence has been manifested by operators for a rise, though the uncertainty in regard to the pending funding, tax, and tariff legislation in Congress has had a disturbing influence on the general movement. Friday was the liveliest day of the week at the Gold Exchange and the price was advanced to 114. The clearances of that day's business were nearly 147½ millions. The range of the price during the week has been from 110½@114, and the closing quotation on Wednesday was 111½. The customs demand has been fair; and the export inquiry quite moderate. The Gold Exchange Bank clearances on Wednesday were down to 59½ millions, the smallest amount reported since March 3, when the clearances were only 51½ millions.

The coin interest payments of the Sub-Treasury on Wednesday were \$38,829.

The customs demand for Gold last week, averaged \$455,170 a day; thus far, this week, it has averaged \$421,000 a day, or equal to a weekly aggregate of \$2,526,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$431,414; and since Jan. 1 1870, \$3,496,795, against \$2,236,377 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been \$91,703,903, against \$87,628,769 in 1868-'69.

The customs revenue at the port of San Francisco, from Jan. 1 to March 4th, was \$1,016,000, against \$998,000 same time last year.

The exports of specie, from this port, last week, were \$775,685, against \$304,228 same week last year; total, since July 1, 1869, \$22,603,338, against \$28,996,532 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$502,390, and since July 1, 1869, \$66,092,592, against \$66,149,377 in 1868-'69.

The specie exports from San Francisco, from Jan. 1 to March 4, were \$7,648,660, against \$6,870,725 same time last year.

From a statement prepared at the National Bureau of Statistics, the aggregate amount of gold produced in the United States from 1848 to 1869, is shown to be \$1,071,451,461.

Foreign Exchange has been in liberal supply and more request at reduced figures. Bankers' prime sixty day bills on London closed heavily on Wednesday at 107½@108, and on Paris to 5.26¼@5.22½; sight bills on London to 108½@108¾, and on Paris to 5.21¼c@5.20. The offerings of produce bills have been again quite liberal. The week's exports of domestic produce have been to the currency value of \$2,586,541.

making the total since July 1, 1869, \$145,701,640, against \$114,309,803 same time preceding fiscal year.

Government securities have been quite sensitive to the fluctuations in gold in the local market, and the variable prospects of the funding bill before Congress, and have been irregular in price, though not offered very freely at the going rates. The inquiry has been on a moderate scale, partly from investment buyers. Government on Wednesday bought in a million of Five-twenties at 106.60@106.75, out of an aggregate offering of nearly 3½ millions.

U. S. sixes of 1881 closed here at 114¼@115; U. S. Five-twenties of 1862, 110@110¼; U. S. Five-twenties of 1864 at 108¾@109; U. S. Five-twenties of 1865 at 109¾@109¾; U. S. Five-twenties of 1865, consolidated, 108½@108¼; U. S. Five-twenties of 1867, 109@109½; U. S. Five-twenties of 1868, 109¼@109½; U. S. Ten-forties at 105¾@106, ex the March coupon; U. S. Six per cent. currency bonds, 112½@112¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 2.	March 9.	March 16.
Consols.....	92¾	92¾	92¾
U. S. 5-20's of 1862...	90½	90¾	90¾
U. S. 5-20s, 1865....	89¾	90¼	90
" 1867.....	88¾	89¾	89¾
" 10-40s.....	86	87¾	87
Erie.....	21¼	21½	22
Ill. Central.....	110¼	113¾	117¼
At. and Gt. West....	28½	....	....

Central Pacific Sixes closed on Wednesday at Frankfurt at 81½.

State Bonds have been in fairly active demand at, however, irregular prices. Railway bonds and mortgages have been in good request, as a rule, including the new Chesapeake and Ohio Loan, which has been quoted at 90 per cent and interest.

Railway and miscellaneous stocks have been somewhat less confidently dealt in at quite variable figures. The market closed pretty fairly on Wednesday, though without notable activity.

There has been less animation in the line of domestic produce, though, in most instances buyers have had any existing advantage as to price. Middling upland cotton closed heavily on Wednesday at 22¼cts. per lb. The stock of cotton now here is given at about 65,000 bales. The receipts at the port this week have averaged about 2,700 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,221,600 bales, against 1,689,400 bales in 1868-'9; exports, same time 1,326,650 bales, against 915,325 bales same time in 1868-'9; stock on hand at latest dates, 531,600 bales, against 387,450 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 2,353 pkgs., against 4,158 pkgs., same time in 1869. From Boston, 802 pkgs., in 1870, against 3,006 pkgs. same time in 1869.

Foreign goods have been moderately inquired for, but at irregular figures. The week's imports of foreign dry goods were to the specie value of \$3,343,213; and of foreign merchandise, \$3,823,035, making a total of \$7,166,248, against \$7,021,605 same week last year. The marketed foreign dry goods have been to the specie value of \$2,995,391.

At the Live Stock markets, this week, Beeves continue in limited demand, at from 8@16¼c. per lb.; week's receipts, 4,830. Milch cows are very dull, at \$40@\$100 each, receipts, 110. Veal calves have been in less request at from 8@12½c. per lb.; receipts, 1,076. Sheep fairly active at from 5½@8½c. per lb.; receipts, 22,051. Swine rule dull and heavy at 9½@9¾c. per lb., all live weight; receipts, 10,519.

Ocean freight have been less active, but, on the whole, comparatively steady. For Liverpool we quote flour at 1s. 6d. @ 1s. 9d. by sail, and 1s. 9@2s. 0d. by steamer, per bbl.; grain at 4d. by sail, and 4½d. by steamer, per bushel; cotton at ½d. @ ¾d. by sail, and ¾@¾d. by steamer per lb.; and heavy goods 12s. 6d. @ 30s. by sail, and 15s. @ 35s. by steamer, per ton. Total number of vessels in port on Wednesday, 373.

The balance in the Sub-Treasury on Wednesday was \$81,990,127 58.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending March 15th, and since the beginning of the year:

	1869.	1870.
For the week.....	\$2 676,378	\$2 586 511
Previously reported...	28,901,259	31,020,258

Since Jan. 1.....\$31,577,637 \$33 606,799

The imports for the week ending March 12th, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods.....	\$3,036,604	\$3,343,213
Gen. merchandise.....	3,985,001	2 823,035

Total for the week.... \$7,021,605 \$7 166,248
Previously reported.... 48,614,304 49,117,656

Since January 1.....\$55,635,909 \$56,283,904

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific 7s, guar. by Mo., 97; Quincy and Toledo 1st mort., 8½; Gt. Western (Ills.) 1st mort. 7s, 1888, 86; Buffalo, New York and Erie 1st mort., 90; Pittsburg, Fort Wayne and Chicago Equipment 8s, 101¼; St. Louis and Iron Mt., 1st mort., 88; Toledo, Wabash and Western consol. bonds, 79½; Union Pacific Income 10s, 83¼; Central Railroad of New Jersey new bonds, 99; Ohio and Miss. consol. bonds, 84½; Milwaukee and St. Paul 1st mort. Iowa Div., 90; North Missouri 1st mort., 85; Am. Dock and Imp., 7s, 94½; Toledo, Peoria and Warsaw 1st mort., W. D., 78½; Long Dock bonds, 87½; Detroit, Monroe and Toledo bonds, 92½; New Jersey R. R., 117; Georgia 6s, 85; do., 7s, 93½; South Carolina 6s, 90; do., new, 83; N. Y. State Bounty Loan reg., 109; Louisiana 6s, 74¾; do., 6s, Levee bonds, 74; do; 8s, Levee bonds, 85; Alabama 8s, 98½; N. Y. and New Haven, 145¼; do., scrip, 143; Chicago and Alton scrip, 109; Western Union Telegraph, 32¼; do., 7s, 89½; Adams' Exp. Co., 61½; U. S. Exp., 49¾; Wells-Fargo Exp., 21; Am. Mer. Union Exp., 38½; Brooklyn 6s, W. L., 93; do., Park Loan, 92; Pennsylvania Coal Co., 217; Consol Gregory gold, 1.75; Central gold, 0.25; Grass Valley gold, 0.25; Rocky Mountain gold, 0.06; Symonds Forks, 0.45; Smith and Parmelee gold, 1.50.

Philadelphia.—Pennsylvania and New York Canal 7s, 91; Junction R. R. 2d mort., 89; Steubenville and Indiana R. R. 6s, 71; West Chester R. R. 8s, 90; Huntington and Broad Top Mountain 1st mort., 85; West Jersey 6s, 90½; Camden and Burlington Co. 6s, 85; Delaware Division Canal, 45; Oil Creek and Allegheny River R. R., 42¼; Harrisburg and Lancaster R. R., 56¼; Morris Canal scrip, 65; Fulton Coal, 4½; N. Y. and Middle Coal Fields, 4.94; Big Mountain Coal, 6¼; Clinton Coal, ½. The latest quotations are: City 6s, 100¾@101; do., free of tax, 101¾@102; State 6s, coupon, 95@96; do., 6s, W. L., 101¾@102¼; do., 1st series, 103¼@104; do., 2d series, 106¼@106½; do., 3d series, 107¼@107¾; Reading, 48¾@48½; do., 7s, 1893, 103@104½; do., mort. 6s, 1880, 90@92; Camden and Amboy, 114@114¼; do., mort. 6s, 1889, 93½@94; do., 1883, 67@87; do., 1889, 86½@88; Penn. R. R., 56¾@56½; do., 1st mort., 98¾@99; do., 2d mort., 99¾@99¼; Little Schuylkill R. R., 40@41; Morris Canal, 80@81; do., pref., 64@66; do., 6s, 80@90; do., scrip 7s, 65@66; Susquehanna Canal, 8@10; do., 6s, 44@45; Schuylkill Nav., 6½@7; do., pref., 14½@16; do., 6s, 1882, 57½@59; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 93@93½; do., 5s, 59@62; Lehigh Coal and Navigation, 31@31¾; do., 6s, 1884, 84@86; do., R. R. Loan, 90@90½; do., Gold Loan, 89@90; North Pennsylvania, 36@37; do., 6s, 90@91; do., Chattle 10s, 111@112; Philadelphia and Erie, 27½@27¾; do., 6s, 90½@92; Minehill, 51¾@51¾; Catawissa, 13@20; do., pref., 34¾@35; Lehigh Valley, 55@54¼; do., 6s, 97@98½; do., 6s, reg., 96@96½; Fifth and Sixth streets, (horse,) 86@40; Second and Third, 41@41¾; Thirteenth and Fifteenth, 20@20; Spruce and Pine, 24¼@25; Green and Coates, 37@38; Chestnut and Walnut, 43@45; Hestonville, 12¼@12¾; Union, 43@44.

Boston.—Burlington and Missouri River R. R., 8s, 1894, 100; do. 7s, 1893, 85¾; Fort Wayne, Jackson and Saginaw 1st mort., 8s, 1889, 96; Union Pacific R. R., 42; do. Income 10s, 1874, 84; Vermont Central and Vermont and Canada 8s, 100½; Eastern R. R., 6s, 1874, 97; Vermont Central 1st mort., 1886, 83; do., 2d mort., 1891, 40; Cedar Rapids and Missouri 7s, 1916, 88½; Connecticut and Passumpsic Rivers 6s, 1876, 95¼; Stanstead, Shefford and Chambly 7s, 1887, 79; Cheshire 6s, 1877, 94¾; do., 1875, 95¾; Cincinnati, Sandusky and Cleveland R. R., 22; do., 7s, 1890, 75; do. 6s, 1900, 73; Worcester and Nashua R. R., 131¼; Indianapolis and Cincinnati R. R., 10; Boston, Clinton and Fitchburg pref., 67¾; Summit Branch R. R., 22½; Boston, Concord and Montreal pref., 75½; do. 6s, 1889, 94; Boston and Roxbury Mill, 40; Massachusetts 5s, 1894, gold, 99¼; do., 1883, 99½; New Hampshire 6s, 1884, 97½; Maine 6s, 1889, 97¼; Chicago 7s, 1896, 96½; Boston 6s, currency, 101; St. Louis 6s, 1887, 86; do. 1895, 95¼; do. 6s, W. L., 93¾; Bath 6s, 1891, 90; Cambridge 6s, 1899, 99¾; Quincy, (Ill.), 6s, 1886, guar., 60; St. Louis Co. 7s, 1885, 95; Cook Co. (Ill.) 7s, 1885, 96¼; Bangor 6s, 1894, R. R. Loan, 87; Portland 6s, R. R. Loan, 92; Brooklyn 6s, 1902, 92½; Hancock Mining Co., 1; Hanover, 27c; Humboldt, 25c.

Baltimore.—Western Maryland R. R. bonds,

guar. by Washington Co., 80; do., 2d mort., pref., 60; Central Ohio R. R., 23¼; Parkersburg R. R., 23¼; Orange, Alexandria and Manassas 7s, 74; Pittsburg and Connellsville R. R. bonds, 90; Virginia 6s, old, reg., 55½; do., 1867, 62; do., 1866, 66; do., new, coupon, 71; Maryland coupon 6s, 1870, 95; do., Defense Loan, 102; Memphis City 6s, 51½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@91; Balt. and Ohio, 128@129; do., 6s, 1875, 95@—; do., 1880, 95@95½; do., 1885, 96½@97½; Northern Central, 49@49¼; do., 6s, 1885, 90@90; do., 1900, 88¾@89½; do., 6s, 1900, gold, 95@96; Parkersburg Branch, 23¼@24; N. W. Va. 1st mort., 93½@97; do., 2d mort., 92½@93; do., 3d mort., 1885, 85@—; Marietta and Cincinnati 7s, 1892, 90@90¼; do., 2d mort., 69¾@70; Central Ohio, 23¼@24; do., 1st mort., 81¼@83; Western Md. 6s, 1890, 71@80; do., guar., by Baltimore City, 89@89; do., 2d mort., guar., 85@—; do., 6s, pref., 60@65; do., 6s, guar., by Washington Co., 80@81; Richmond and Danville bonds, 75@76; Orange and Alexandria 1st mort., 6s, 84½@—; do., 2d mort., 6s, 73½@74½; do., 3d mort., 8s, 82½@83; do., 4th mort., 8s, 68@70; Orange, Alexandria and Manassas 7s, 72½@75; Virginia and Tennessee 8s, 80@85; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 70@—; Baltimore 6s, 1875, 96½@98; do., 1886, 94¼@—; do., 1890, 94¼@95; do., 1893, 93@—; do., 5s, 1838-70, 70@80; Memphis City 6s, 51¼@51½; Maryland Defense Loan, 1883, 101½@102; City Passenger R. R., 17@18; George's Creek Coal, 61@63; Atlantic Coal, 2.25@2.50; Bare Hill, 0.10@0.20.

Railroad Project in Dakota.

A letter from Yankton, Dakota Territory, says a great railroad scheme has just been started there by prominent Eastern capitalists, looking to the early construction of a north and south trunk road, some four hundred miles in length, running through Central Dakota and Nebraska, and connecting the Union and Northern Pacific roads, by which means it is claimed that the vast future trade of the northern mountains will be diverted from the Northern Pacific and carried southward by way of Yankton down to the Union Pacific; thence by way of Omaha to Chicago, instead of passing over the Northern Pacific, via St. Paul to Lake Superior. The movers in the project are Union Pacific parties, who have already filed articles of incorporation with the Governor of the Territory. It is called the Dakota Central Railroad Company. Stock books were opened Feb. 28, and over three millions subscribed in one day.

The agreement entered into on the 1st of February, 1870, between the Columbus, Chicago and Indiana Central Railway Co., the Pittsburg, Cincinnati and St. Louis Railway Co., and the Pennsylvania Railroad Co., was ratified by the stockholders of the former company, at a meeting held for that purpose at Columbus, Ohio, on the 10th inst.

The officers of the Northern Pacific Railroad Company, recently elected are as follows: J. Gregory Smith, of St. Albans, Vt., President; R. D. Rice, of Augusta, Me., Vice President; A. H. Barney, Treasurer; Samuel Wilkeson, Secretary.

The International Coal and Railway Company, of Nova Scotia:

The great value of the rich coal deposits of the British North American Provinces, and the importance to the people of the Atlantic States of developing and utilizing the cheap and abundant supply of fuel now practically useless, has already led to two important results: *first*, an effort to secure a repeal of all duties on imported coal; *second*, the construction of the International Coal Railroad, by an American Company incorporated by the government of Nova Scotia. Whatever success may attend the anti-tariff movement, it is certain that the last named enterprise, already begun will be carried out without unnecessary delay. The proposed railroad, starting at Sidney Harbor—the safest and most commodious harbor on the Atlantic coast, at a point convenient, safe and desirable in all weather, will run a distance of twelve miles to connect with the Bridgeport Coal Areas of the International Company. These areas, according to the estimates of Professor Lesley, contain the practically inexhaustible quantity of 65,000,000 tons of superior gas and furnace coal. When completed, the railroad will be worked by a force sufficient to carry to the loading pier, at Cape Breton, no less a quantity than 2,500 tons daily. The port from which shipments will be made is accessible from April to December, inclusive, those months being the limits of the season during which a profitable trade in coal can be conducted in that latitude.

The enterprise thus briefly described is one of international importance, inasmuch as it will enable the capitalists who have undertaken it to meet the constant and increasing demand for coal throughout New England and the Northern border States, with a cheap and abundant supply from the hitherto undeveloped mines of the British Provinces. A few years ago the coal trade of Nova Scotia appeared to be rapidly increasing, and a ready market was found in this country for the product of her mines, which, for purposes of gas manufacture, is superior to any other American or foreign coals; but the traffic, mutually advantageous and profitable, was interrupted by the abrogation of the Reciprocity Treaty and the imposition of a high tariff on imported coal by this government. There are now strong indications that this tariff, practically prohibitory in its operation, will be materially reduced, if not entirely removed. As a revenue measure the present tariff is of but little consequence, and Congress cannot long resist the earnest and persistent demands of the people of New York and the Eastern States for its repeal. Throughout the entire area of these vast and wealthy Northern and Northeastern sections there are no deposits of available coal of any kind, and the necessarily high price of the fuel obtained from the distant coal fields of Pennsylvania is a heavy tax on our manufacturing industries and on the comfort of a large proportion, at least, of the population. The natural source of supply for this section is Nova Scotia. Coal from that Province may be delivered at our doors, so to speak, by the same vessels that receive their cargoes at the mines. East of the Alleghenies, at least, there is no gas producing coal that can compare with that of the Cape Breton mines, and the greater part of this de-

scription of coal for the supply of the cities of the Atlantic coast is now transported by rail not less than three miles, transhipped to coasting vessels at the seaboard and thence distributed to the various cities and towns where it is consumed. There is but one way in which the consumer can be relieved of the heavy burdens thus imposed by the necessarily great cost of transportation, and that is by the free introduction of foreign coal, in competition with the native product, for the supply of those sections of the country remote from the fields of production.

The coal trade of the United States may be said to have begun in 1820, and the amount of coal forwarded to market that year was 385 tons. From that time to the present there has been a rapidly increasing demand, and the amount of coal placed in the market since 1820 shows an average annual increase of 434,557 tons. During this period the population of the country has increased from nine millions to nearly forty millions, and although the facilities for transportation by both land and water routes have proportionately increased throughout the country, a cheaper and more readily accessible supply of fuel than is now obtainable from the coal fields within our own territory is essential to the maintenance of many of our principal manufacturing industries and the general prosperity of the country. Another important consideration is found in the fact that our railroads must, sooner or later, depend solely upon coal for fuel, owing to the scarcity of wood and the high price of all kinds available for use in locomotives. For this purpose alone the consumption is already very great, and each year it becomes greater. Cheap coal is, therefore, essential to economy in the operation of our roads, and for this we must look to the source above mentioned. Cape Breton is favorably situated for the shipment of her coal to the United States, and the importance of the International Coal road, thus practically considered, is at once apparent. The property of the company, from which its supplies will be drawn, consists principally in valuable mining lands. The chief coal areas are situated on or near the sea coast, from twelve to fourteen miles east of Sidney Harbor, and embrace four square miles of territory in one tract. They are held under leases direct from the Government, extending through a period of sixty years. The royalty demanded by the Government is only 10 cents per ton for all coals actually shipped, not exceeding 250,000 tons per annum, and on all coals over this amount 5 cents per ton. Upon these areas are five workable seams underlying nearly the whole property. One of them was worked for several years before the company came into possession, and since that time the facilities for working have been greatly extended and improved. Under the direction of an able and energetic board of officers and directors, the enterprise promises to prove a complete and profitable success; and, while utilizing the hitherto undeveloped mineral resources of Nova Scotia, its more important work will be to supply the great and increasing demand for cheap fuel throughout the Northern and Eastern States.

A bill increasing the capital stock of the Morris and Essex Railroad to fifteen millions, has passed the New Jersey Legislature.

Journal of Railroad Law.

THE CONSIGNOR OF PROPERTY IN TRANSITU MAY CHANGE ITS DESTINATION—WHEN CONSIGNEE MAY ENFORCE LIEN FOR GENERAL BALANCE AGAINST CONSIGNOR.

The facts in the late case of *Strahorn vs. The Union Stock Yard and Transit Company* (48 Ill., p. 424) are fully and clearly stated in the following opinion by

WALKER CH. J.—This was an action of trover, brought by appellants in the Superior Court of Chicago, appellees, for the recovery of a car load of hogs. On the trial it appeared in evidence, that appellants, in September, 1866, wrote a letter to M. V. Butler, at Iowa City, in which they authorize him to draw on them for \$500, and for the balance when he gets stock to the railroad; but would not like him to hold it more than a week at a time. On the back of the letter they indorsed the following:

"First National Bank, Iowa City: We will honor all drafts drawn on us by M. V. Butler.

R. STRAHORN & Co."

Butler gave this letter of credit of Hubbard, the cashier of the bank, and it seems that an arrangement was made by which Butler could, in purchasing hogs, check on the bank to pay for hogs purchased, and then draw upon Strahorn & Co. to cover such advances. Hubbard testifies that Butler never drew in advance of purchases, but made his checks on the bank for his purchases and afterward drew upon Strahorn & Co. to cover such advances.

The business continued in this manner until the 30th of January, 1867, when the last draft was drawn by Butler on appellants. This draft was for \$1,000, at three days after sight, and was delivered to Hubbard, the cashier, and lacked something of balancing his account with the bank.

It seems, that between that date and the third of February, the bank advanced \$1,295.75 to Butler, and he had, in the mean time, made deposits sufficient to cover the balance against him on the 30th of January, 1867, and to reduce the balance due the bank to \$800.

On the 3d day of February, Hubbard received a letter from appellants, that they would accept no more drafts drawn by Butler. Hubbard thereupon saw Butler at the depot, and learned that the hogs had just been shipped to appellants. He insisted that Butler should secure the bank for the money it had advanced to purchase this car load of hogs. Butler thereupon sold the hogs to Hubbard for \$1,074.80, being the amount paid for the hogs, and the sums still due the farmers of whom they were purchased, which the bank agreed to, and did afterward pay. The railroad agent at Iowa City was notified of the sale, and Butler gave up the freight receipt and the railroad company gave to Hubbard a new one, and he directed that the hogs be delivered to Conger & Co., on his account. Butler gave the agent at Iowa City an order to the agent at Chicago, notifying him that he had sold the hogs to Hubbard, and directed him to deliver them on their arrival to R. P. & M. Conger for Hubbard. The order was immediately sent to the agent at Chicago, and he was directed to change the name on the way-bill from Strahorn to Conger & Co.

The hogs arrived at Chicago on Sunday, the 4th of February, and were delivered to ap-

pellees. The way-bill named Strahorn & Co. consignee for account of M. V. Butler, with a line erased, and these words written in: "Consignee Conger & Co., account of W. H. Hubbard." The Stock was unloaded at the yards and placed in a pen, and fed over Sunday by the order of Strahorn's agent, but the freight was not paid, and an actual delivery was not made to them.

The letter of the agent at Iowa City was received by the agent at Chicago, who sent it to the agent of the railroad company, who had unloaded the hogs and delivered them to the stock company. On Monday morning, the 5th, the stock-yard agent informed the division agent of the yard, that the consignment had been changed from Strahorn & Co. to Conger & Co., and that he must change it on the books, which he did, and Strahorn & Co. were informed of the change and that they must not sell the hogs. The hogs remained in the actual possession of the stock yard company until they were sold. They made no actual delivery to either consignee.

On Tuesday the 6th, the railroad agent who delivered the hogs to the stock-yard, proposed to both consignees, that the hogs be sold, and the money held by the railroad company until it should be decided which of them was entitled to receive it, to which they both agreed. The freight, sixty-four dollars, and the stock-yard charges, eight dollars for corn, and keeping the hogs, were paid by the railroad agent. A demand was made, and a refusal to deliver the hogs, and appellants sued to recover for a conversion. The cause was tried by the Court by consent, and the issues were found for defendants. A motion for a new trial was entered, which the Court overruled, and rendered judgment according to the finding, to reverse which this appeal was prosecuted.

It is insisted, that inasmuch as Butler was indebted to appellants on a general balance, and as he shipped to them this carload of hogs, appellants thereby acquired such a lien on the property, as placed it out of the power of Butler to sell the property to the bank, to pay their debt against him. There seems to be no question raised as to the *bona fides* of either of these debts. Appellant's claim was for a balance due on money advanced to pay for previous shipments, while the debt to the bank was for the very money paid on the purchase of these hogs. Had Butler the power, while the property was *in transitu*, to change its destination, and to have it delivered to a different consignee? In the case of *Winne vs. Hammond* 37 Ill. 99, it was held that a factor has a lien for a general balance on the property of his principal, in his actual possession, and that such possession was notice of his lien to creditors and purchasers.

In the case of *Lewis vs. Galena & C. U. R. R.* 40 Ill. 281, the questions were very similar to those presented by this record. It was there said, "the question then is, has the consignee of the property which he has put in the possession of a common carrier to be carried and delivered to a designated consignee, a right to change the destination before it is delivered, and can the carrier refuse to obey the consignor's orders to that effect? The principle may be broadly stated, that a consignor of goods has the right to direct a change in their destination, and that the carrier

is bound to obey such directions." In that case, as in this, the consignor was indebted to the consignee on a general balance. The Court say, "It is in vain to pretend that Campbell & Woodruff had any lien or claim on this grain; it was never in their possession, symbolically, by bill of lading, or actually, by delivery, before the notice was given to the railroad company by the consignors, that they had made advances upon it." Appellants, in this case, had not acquired possession of the hogs, any more than had the consignees of the grain, in that case. In both the bill of lading and contract for the freight described the consignee. The carrier had, in each case, received the actual possession of the property to be transported, and in the same manner, in each case, the destination was changed by the order of the consignor.

No material difference is perceived in the two cases, and that must govern this. The judgment of the Court below is affirmed.

Judgment affirmed.

From the Louisville Courier-Journal.

Bridge over the Ohio River at Louisville.

To-day, February 18, 1870, the completion of the great bridge over the Ohio river at this point, one of the most stupendous enterprises of the nineteenth century, will be officially announced, and the structure opened as a public highway. In magnitude and importance the event is second to none in the history of Louisville, and it is meet that it should be celebrated in an appropriate manner. The completion of this great work forms the first and only connecting link between the great railway systems of the north and south, securing to the people of both sections the most direct and favorable line of communication, thus insuring more intimate commercial relations and increased prosperity. By this bridge three great and distinct systems of railways are directly connected. First, as Louisville is almost directly on the line between Pensacola or Mobile and Chicago, this bridge completes the direct north and south all-rail route. Second, it furnishes the missing link in the connection between Memphis, New Orleans, and points in the lower Mississippi Valley and in Texas, and New York, Boston, Washington, Baltimore, and the principal cities in the Northeastern States, forming a continuous and unbroken line between the Southwest and Northeast. Thirdly, it forms the last link in the chain of roads connecting Savannah, Charleston, Wilmington, Norfolk, and the principal cities in the Southeast with St. Louis, Quincy, Burlington, Rock Island, and the lines starting from points on the upper Mississippi river and penetrating the far West to the Pacific, making Louisville the central point on the line of unbroken rail route between the Southwest and Northwest. And it also connects us more closely with the thriving cities of New Albany and Jeffersonville, materially adding to the prosperity of all.

The location may be described as follows: The track connecting the Louisville and Nashville railroad with the bridge leaves the yard of the depot, north of the engine house near Tenth street, and entering Maple street follows that street to Fourteenth, thence down Fourteenth to Portland Avenue, and thence to High street on a prolongation of the line of Fourteenth street, and thence curving to the right crosses the river at right angles to the direction of the current, striking the Indiana shore at a point 1,500 feet

below Smith & Smyser's mill. From there the line continues in the same direction which it crosses the river until it strikes the dirt road between New Albany and Jeffersonville. Thence curving to the right, it enters Ninth street, Jeffersonville, and continues along that street to the depot of the Jeffersonville, Madison and Indianapolis railroad. The total length of the bridge proper is 5,299 feet. The grade of the track at the approach on the Kentucky side corresponds with that of High street at the point of crossing that street. From this point it ascends at the rate of 76 feet per mile, striking the first span at an elevation of 63 feet above low water mark, and continues at the same rate of ascent until pier No. 13, on the south side of the middle channel, 2,500 feet from High street and 2,196 from the face of the southern abutment, is reached. Here the grade has an elevation above low water mark of 95 feet. From this point the grade is level for 2,243 feet, until pier No. 21, on the north side of the Indiana channel, is reached. In this channel the elevation above low water mark is 101½ feet (low water mark in this channel being 6½ feet lower than in the middle channel.) From here the grade descends at the rate of 76 feet per mile, reaching the northern abutment at a distance of 790 feet from pier No. 21 at an elevation of 35 feet above the natural surface of the earth. The grade of the Indiana approach continues at the same rate of descent, reaching the surface of the earth 2,500 feet from the northern abutment. The superstructure of the approach consists of an earth embankment.

The superstructure of the bridge is placed below the grade of the track except over the Kentucky and Indiana channels. The lowest part of the superstructure over the middle channel is 90 feet above low water mark, and over the Indiana channel 96½ feet above low-water mark.

The length of each span, counting from the Kentucky to the Indiana shore, and the entire length of superstructure, including abutments, are shown in the following table. The length of spans are from center to center of the piers:

	Feet.
Kentucky abutment.....	35
Two spans of 50 feet.....	100
1 pivot draw over canal.....	261
4 spans of 149 6-10 feet.....	398 4-10
2 spans of 180 feet.....	360
2 spans of 210 feet.....	420
2 spans of 227 feet.....	454
1 span of 370 feet.....	370
6 spans of 245½ feet.....	1478
1 span of 400 feet.....	400
3 spans of 180 feet.....	540
1 span of 149 6-10 feet.....	149 6-40
1 span of 100 feet.....	100
Indiana abutment.....	35

Total.....5299

The masonry consists of two abutments and twenty-seven piers, comprising, in the aggregate, 30,500 cubic yards of limestone work, which for beauty and excellence, both of material and workmanship, is unsurpassed.

The piers vary in length from 60 to 105 feet, and are laid in hydraulic cement manufactured in this vicinity. The piers all rest upon the solid rock bed of the river.

The superstructure, except the portions spanning the channels, is placed below the grade of the road. The below grade, or deck portion, is what is known as Fink's Suspension Truss. The spans over the channels are of a plan especially arranged for this bridge. The entire superstructure is of iron, except the flooring, and consists of twenty-seven spans, varying in length from 50 to

400 feet. The channel spans, 370 and 400 feet, are the longest ever built on the American continent. In the suspension trusses all parts are of wrought iron except the chords and post shoes, which are of cast iron. In the long spans the chords and brace-shoes are of cast iron, all other posts being of wrought iron. The Phoenix wrought iron columns have been used exclusively for posts and braces throughout the bridge.

The bridge, when entirely finished, will have footwalks four feet wide on each side, with hand-railings. It has a single line of track, and is so arranged that, if desirable, the space of twenty feet six inches between the footwalks may be floored and used for the accommodation of carriages when not occupied for railroad purposes. The superstructure is proportioned for a maximum moveable load of 2,240 pounds per lineal foot, which can only be brought upon it by a train of engines coupled together. Seven times this maximum load is calculated to be the weight necessary to break it down. In all ordinary railroad work the load that it will be called upon to sustain is at most two-thirds of this maximum, so that even more than seven fold is provided to prevent accident.

The total number of pounds of wrought and cast iron used in the construction is 8,723,000, and for the rail-posts, flooring and hand-railing, 689,000 feet of timber (board measure) were used.

In the fall of 1867 the plans for the superstructure were commenced by the engineers of the company, and in March, 1868, the contract for the entire work was awarded to the Louisville Bridge and Iron Company. They were to furnish the iron ready for erection at a price per pound from drawings furnished by the engineers of the bridge who undertook its erection. Great credit is due the Bridge and Iron Company for the promptness and fidelity with which they executed this great contract. Everything has been done to make it a work of unsurpassable mechanical excellence. All of the iron material used, except the wrought iron columns, was manufactured here and in New Albany. The Ohio Falls Nail Works, New Albany, furnished all the wrought iron proper.

The entire superstructure was erected, under the supervision of the engineers, by Mr. Henry Bolla. To his energy, experience and judgment the successful accomplishment of the work is in a great measure due. Mr. Henry Thatcher, in addition to his duties as assistant engineer, had special charge of the instrumental work, and performed his various duties with credit to himself and to the satisfaction to all concerned. Mr. Albert V. Guch rendered very valuable aid as assistant engineer. To Mr. Albert Fink, chief engineer, and to Mr. F. W. Vaughan, principal assistant engineer, who has had direct supervision of the work in all its various details from its commencement, for the skill, energy and ability, is due the great meed of praise for this great achievement.

All the cars, equipments, patents and contracts heretofore belonging to the Central and Southern Transporting Companies, have been transferred to the Pullman Palace Car Co. By this arrangement the Pullman Company acquire the right to run their cars over 6,000 miles of additional railway, as well as the entire ownership of all sleeping car patents the right of which has heretofore been in litigation between the Central and Pullman Companies.

West Virginia Railroad Legislation.

Among the acts passed by the Legislature of West Virginia at the session just closed were the following: To incorporate the Shenandoah Valley Railroad Company; confirming and amending the charter of the Chesapeake and Ohio Railroad Company; to authorize an extension of the Alexandria, Loudoun and Hampshire Railroad to the Ohio river; for the extension of the Pittsburg, Virginia and Charleston, S. C., railroad across West Virginia; to authorize the extension of the Shenandoah Valley Railroad through Jefferson county; to charter the Northern and Southern West Virginia Railroad Company; to amend the charter of the Guyandotte Valley Railroad Company; to amend the charter of the Martinsburg and Potomac Railroad Company; to incorporate the Pennsylvania and West Virginia Railroad Company; to enable the Hampshire and Baltimore Coal Company to build railroads from its mines and connect with other railroads.

A contract for the construction of a railroad from Yedo to Osaka, Japan, 300 miles in length, has been concluded by Mr. H. N. Gay. He represents capitalists who have intrusted him with money to be lent to the Japanese Government for the construction of reproductive public works, and he advances one million sterling for the construction of the above road. The road is to be built by English engineers, and will be the property of the Government.

The first section of a railroad in Finland intended to put St. Petersburg into communication with Helsingfors has just been opened for traffic. The section extends to Wyborg, and has a development of 120 verstes. Another section from Wyborg to Rikkimäki will be completed in September; the length of this second section will be 227 verstes.

The following subsidies were paid by the Dominion of Canada to railways in New Brunswick during the year ending June 30, 1869:

Western Extension.....	\$550,000
Eastern ".....	185,000
Fredericton Branch.....	125,000
Woodstock ".....	44,800

Total.....\$704,800

We learn from Somerset, Penn., that the Keystone Coal Company has agreed to subscribe \$75,000 towards building a branch road from the Pittsburg and Connellsville Railroad to their mines in Elklick township.

The Western Division of the Chesapeake and Ohio Railroad, extending to Gauley Bridge, has been let to contract in Charleston. An army of contractors were on hand, and the bidding must have been very spirited.

The Cobourg Star learns that operations on the Cobourg, Peterborough and Marmora Railway, as well as the Marmora iron mines, are to be commenced at once.

The amount expended on the St. John and Shediac Railway on construction account during the fiscal year ending June 30, 1869, was \$30,496 89.

The city debt of Memphis amounts to \$4,422,462 47. Its available assets are \$745,911 23.

The officers of the Memphis and Little Rock Railroad for the present year are Mr. R. C. Brinkley, president, Jas. L. Meigs, chief engineer, Col. B. D. Williams, superintendent and general agent, John W. Goodwin, secretary and treasurer.

FOR SALE.

A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to

D. I. WELLS,
Milwaukee, Wis.

NOTICE IS HEREBY GIVEN, IN PURSUANCE of law, that a meeting of the Stockholders of the Beach Pneumatic Transit Company, for the purpose of increasing the capital stock of said company to ten millions of dollars, will be held at the office of the company No. 260 Broadway in the city of New York, on Saturday the ninth day of April, one thousand eight hundred and seventy, at one o'clock in the afternoon.

A. E. BEACH, JOSEPH DIXON,
H. T. CASWELL, M. S. BEACH, } TRUSTEES.
F. H. BETTS,
NEW YORK, March 12th, 1870.

LARGE PEREMPTORY SALE.**Very Valuable Machinery.**

**RICHARD NORRIS & SON'S
LOCOMOTIVE WORKS,**
17th Street between Pennsylvania Avenue
and Spring Garden Street,
PHILADELPHIA, PENN.

THOS. BIRCH & SON, Auctioneers.

On Tuesday morning, May 3rd, 1870, at 10 o'clock, will be sold at public sale on the premises of Richard Norris & Son's Locomotive Works, 17th Street, between Pennsylvania Avenue and Spring Garden St., the entire valuable machinery, consisting of 5 STATIONARY ENGINES varying from 15 to 100 horse power; 14 Cylinder Boilers; 50 Planing Machines varying from 12 to 60 inches, length of bed from 2 to 36 feet; 100 Slide Rest and Screw Cutting Lathes varying from 12 to 36 inches swing; Length of Shears from 3 to 26 feet; 50 small hand Lathes; 2 very large Slide Rest, Wheel Lathe swing 6 ft. 6 in.; 25 Slotting machines various size strokes; 2 Merrick & Son's Large Steam Hammers; 20 double and Single Drill Presses; 1 Seller's Hydraulic Wheel Press; 1 Seller's large size Boring Mill with universal chuck; 1 Whitworth Radial Drill Press; 1 Whitworth Screw Cutting Slide Rest Lathes large size; 1 Whitworth 48 inch Planer; Double head gear cutting engine, large size; large and heavy Railroad Iron Shears; 1 Tyre Expanding and Rounding machine; 1 Tyre Bending machine with Furnace Castings with Fire Brick; Shafting, Hangers, Pulleys, and Couplings; 3 large Platform Scales; 6 small Platform Scales; 4 new Lever Beams graduated to weigh 16 Tons each with weight complete—the above Scales made by Abbott & Co.; 2 complete Furnaces for Heating Scrap Iron with Boiler on top—to supply Steam Hammers; 100,000 Lbs. Slabs Wrought Iron faggott from Boiler and machine shops scraps of the best quality; 1 complete Photographic Apparatus; Tons wrought and cast scrap Iron \$50,000 worth; New Bar and Tool Steel; Bar Iron; 10,000 feet of Belting; 50,000 feet of Gas pipe; 200 feet large Lead Water Pipe; Machinists', Blacksmiths' and Boiler makers' Tools; complete assortment of Foundry Flasks; Ladders; 2 Cupolas; Large Foundry Cranes; 1,000 new Birmingham Boiler Flues; 2 in. Diameter No. 12 Wire Gauge; 200 Anvils; 500 Vices; Spinners, Lathes and Tools, Jacket, Machine, Wood Planing machines, Circular Saws, Large Locomotive Trucks, Turn Tables, Carts, Drays, Harness, &c., &c. Catalogue ready April 1st, can be obtained by applying to the Auctioneers. The sale will commence Tuesday, May 3rd, at 10 o'clock, and will be continued daily until the whole is sold. The Factory will be open on Monday, May 2d, for examination.

THOS. BIRCH & SON,
Auctioneers, No. 1110 Chestnut St.,
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49 Walnut St., Phila., O.
CHEAP PAINTING.
100 lbs. of the PROCTOR COMPANY'S
COLORED PAINT (costing \$12.50) will
cost as much as 250 lbs. of Lead,
and wear longer. For particulars,
address S. BOWEN, Sec'y, No. 150
North 4th St., Philada.
or 75 Maiden Lane, N. Y.

Locked Safety Valves.

TO
MASTER MECHANICS
AND

LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 24th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, \$27 50. The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

GEO. F. MORSE,
Supt. Portland Locomotive Works,
PORTLAND, MAINE.

**PACIFIC MAIL STEAMSHIP COMPANY.
SPECIAL NOTICE.**

In consequence of loss of connecting Pacific steamer there will be no departure of this Company's line on 5th March. All slow freight received prior to the 5th inst. will be forwarded as fast per *Henry Chauncey*, 21st.

F. R. BABY, Agent.

**DERING'S PERMANENTLY ELASTIC
RAILWAY FASTENINGS.**

**American Patent No. 92,021
Issued June 29th, 1869.**

Splice-plates, Chairs, and Spikes constructed under said patent, and licenses to manufacture and use the same may be had of

GEORGE EDWARD DERING,
Lockleys, near Welwin,
Herts, England.

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STEEL STAMPS, NAME PUNCHES,
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Orders by mail promptly answered.

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Iron Commission Merchant,**

And Contractor for
TIMBER AND OTHER RAILROAD SUPPLIES,
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RAILROAD CROSS TIES.

RAILROAD IRON.

4,000 TONS 50 LBS. ERIE PATTERN, BEST
Clawshaws make. Now in yard and for sale
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SCALE IN STEAM BOILERS REMOVED WITHOUT loss of time or injury to the iron.
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10,000 KEGS, BEST MAKE, 9-10th by 5 1/2 inches
For sale by
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54 Pine st.



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UTICA HEAD LIGHT WORKS,
UTICA, NEW YORK.
Established 1851.

Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER.

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

JOHN F. TANNER.

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TANNER, WALKER & McANERNEY,
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DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

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Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

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MESSRS. BARRON & CO., San Francisco.

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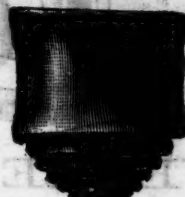
National Spring Works,

1 Barclay St., New York.

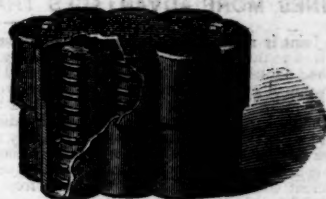
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Patented—All others are Infringements.



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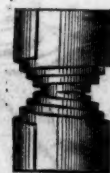
Large Rubber
Centre Spiral.



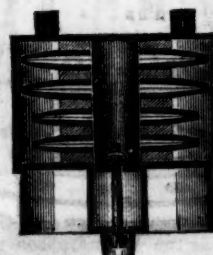
Compound Spiral.



Soid India Rubber.



Double Volute
Buffer.



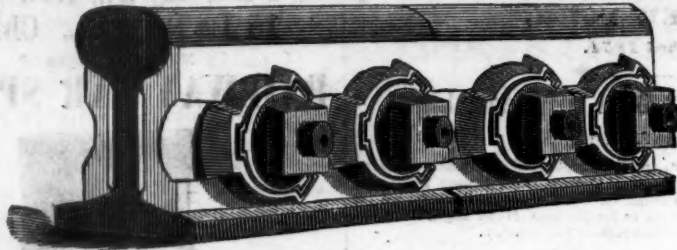
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All Steel and Rubber for our Springs
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PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY
VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
- That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
- That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
- That it can be applied in repairing and relaying with the least trouble and delay.
- That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.
Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are riveted through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the strongest Lantern ever offered to the public. RAILROAD MEN especially cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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Through rates, New York to San Francisco:
First Class. Steerage.
\$125 to \$170. \$60.

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH, except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Mar. 21, HENRY CHAUNCEY, CAPT. MAURY, connecting with COLORADO, CAPT. FARNSWORTH.

Steamer CHINA, will leave San Francisco April 1, 1870, for China and Japan.

Freight for steamer HENRY CHAUNCEY, received until 4 P. M. on SATURDAY, Mar. 19. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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